

**CAPITAL ROADS RECONSTRUCTION PROGRAMME 2014/15 AND ROAD ANNUAL
STATUS AND OPTIONS REPORT (ASOR)**

1.0 EXECUTIVE SUMMARY

The Annual Options and Status Report (ASOR) presents a summary of the Council's road assets as at April 2014. 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.

Linked to the ASOR is a summary of the results of recent capita investment through the roads reconstruction programme.

CAPITAL ROADS RECONSTRUCTION PROGRAMME 2014/15 AND ROAD ANNUAL STATUS AND OPTIONS REPORT (ASOR)

1. INTRODUCTION

- 1.1 This report advises Members of the progress being made with regard to the delivery of the Roads Reconstruction Programme for 2014/15. The programme has been delivered in line with the Roads Asset Management and Maintenance Strategy which was approved by Council in October 2012. The strategy aligns with primary outcomes set out within the Single Outcome Agreement (SOA) in terms of the economy and infrastructure, and ensures that the Council's financial resources are used wisely to *"fix the roads - not fill the pot holes"*.
- 1.2 This report also introduces the second Roads Annual Status and Options Report (ASOR). The ASOR presents a summary of the Council's road assets as at April 2014. 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.

2. RECOMMENDATION

- 2.1 That Council:
- (i) Notes the Annual Status and Options Report and the positive analytical feedback it provides with regard to the effectiveness of the Council's Roads Asset Management and Maintenance Strategy and associated Roads Reconstruction Programme.
 - (ii) Notes the progress of the Roads Reconstruction Programme for 2014-15.

3. DETAIL**Roads Asset Management & Maintenance Strategy**

- 3.1 In 2011, following the Roads Operations Service Review, the Council decided to focus investment in upgrading its strategic A class roads, and subsequently delivered a £7M programme of works which made an immediate and positive impact on the roads network. In February 2012, the Council approved a further £21M investment programme for roads reconstruction for 2012-15.

Additional Scottish Government funding of £0.35M in 12/13 and £1.20M in 13/14 has been allocated as further investment to the roads reconstruction programme.

- 3.2 In 2012 Audit Scotland reported on Argyll and Bute's road maintenance and management performance. The Audit Scotland report provided an external and national perspective of the Council's actions to address the risk associated with road condition in Argyll & Bute, evaluated at that time as a high risk within the then Assurance and Improvement Plan (AIP). The report recognised the Council's actions and concluded that:

“Overall, we consider that the Council:

- Has increased the roads maintenance and reconstruction budgets. However there is a risk that the budget will not be sufficient to meet maintenance requirements of the roads network.
- Has determined its long term roads asset management strategy which will contribute to road network improvements over the coming years.
- Ensures that actions to improve road maintenance are considered at the highest level within the council.
- Should update the benchmarking information to allow current performance to be assessed against comparable authorities.”

- 3.3 The Council's strategic plan and the associated improvement in the condition of the road network over successive years have been recognised within the Council's current AIP 2013-16.

Roads Reconstruction Programme

- 3.4 The Roads Reconstruction Programme has been structured in accordance with the Roads Asset Management and Maintenance Strategy (2012). The focus of the Roads Reconstruction Programme has been to recover the network through the delivery of a mix of carriageway resurfacing, patching/surface dressing and in situ road surface recycling; designed to seal the road to stop the ingress of water, improve ride quality and reduce the amount of reactive repair required. Proportionate scrub clearance, ditching/drainage works, minor realignments and improvements to sight lines have also been carried out in conjunction with the surfacing works to leave a 'finished' job.
- 3.5 The Roads Reconstruction Programme has been delivered by a mixed economy model with the Council's in-house team delivering carriageway resurfacing and patching works. In Mull, Coll, Islay, Jura and Kintyre resurfacing and patching works have been delivered by the Council's contractual partner Breedon. Surface dressing has been delivered by Kiely Brothers. There has also been a separate contract let for in situ road surface recycling (which breaks up the existing road, adds binder, re-profiles, and re-compacts the roads surface).

Roads Reconstruction Programme – Works Completed 2011-14

- 3.6 The summary table below highlights the positive and visible impact of the works undertaken to date. On completion of this year’s capital programme the Council will have upgraded over a third of its “A” class roads and almost 580km of roads in total since 2011/12.

Table 3.7 Roads Reconstruction Programme – Works Completed 2011-14

Road category	Treatment % 2011/12	Treatment % 2012/13	Treatment % 2013/14	Treatment % 2014/15	Total Treatment Length	Total Treatment as a % of network length 2011-14
A	55.76 km = 10.01%	93.37 km = 16.76%	47.42 km = 8.51%	26.12 km = 4.69%	222.67 km	39.98%
B	26.846 km = 4.37%	58.912 km = 9.60%	25.96 km = 4.23%	68.29 km = 11.13%	180.01 km	29.33%
C	12.374 km = 2.85%	4.008km = 0.92%	7.99 km = 1.84%	14.46 km = 3.33%	38.83 km	8.94%
U	18.860 km = 2.60%	17.553 km = 2.42%	43.60 km = 6.01%	57.52 km = 7.93%	137.53 km	18.97%
					579.04 km	24.85%

Note: for the purposes of comparison, the network length has been left as 2,330.194km, i.e. the section of the A83 that was re-trunked remains within the total network length.

- 3.7 The current capital investment programme to 2015/16 will allow the Council to upgrade over 45% of its class A roads and 35% of its class B roads by 2016; which in line with the SOA outcomes, will make a significant and positive impact upon the local economy, connectivity and the quality of life of our communities.
- 3.8 To date, over the course of the 3 year programme, significant work has been carried out to mainland strategic routes including the: A814, A818 (Helensburgh and Lomond) A815, A886 (Bute and Cowal), A819, A816 (Oban Lorn and the Isles & Mid Argyll), A83 (Mid Argyll, Kintyre and Islay): and on strategic island routes including A849, A884, A848 (Mull) and A846, A847 (Islay). As part of this financial year’s programme we have been successful in securing a match funding grant of some £800,000 to strengthen and provide

additional passing places on the B836 Glen Lean route. The grant funding has been provided by the Argyll Timber Transport Group. This improved route will provide access across the Cowal peninsula allowing timber to be harvested and taken to Sandbank for onward transport by sea. Also this financial year over £1M of the OLI capital allocation has been invested in a comprehensive surface dressing programme on Tiree. This treatment has sealed the road surface and improved the skid resistance of the islands roads and will reduce the amount of reactive maintenance required in future years.

Road Annual Status and Options Report (ASOR)

- 3.9 On 17 May 2013 the Accounts Commission published its report *Maintaining Scotland's Roads; an audit update on Council's progress*. The 2013 report provides detail on how Councils across Scotland had responded to recommendations from the report dated February 2011 *Maintaining Scotland's Roads, a follow up report*. Both the 2011 and 2013 reports provide progress reports on the original document published in November 2004.
- 3.10 The Audit Scotland report provided guidance on the steps councils should consider adopting in terms of effective road asset management. The Society of Chief Officers of Transportation Scotland (SCOTS) has been working with local authorities and Audit Scotland to develop a nationally consistent framework for the development of Road Asset Management Plans (RAMPs) to assist in this process. As a foundation document for future roads asset management planning, the structure of the Annual Status and Options Report (ASOR) was developed through SCOTS and was introduced into local authorities in 2013. The Council's second ASOR (2013), which is at Appendix 1, provides a baseline from which annual asset management reporting and planning can be developed. The ASOR provides a summary of each asset group (Carriageways, Footways, Structures, Street Lighting, Traffic Signals and Street Furniture) in terms of condition and compliance with repair standards. The ASOR reports on the impact of the previous year's investment programme, which along with other relevant data, will inform the Council with regard to the effectiveness of the delivery of its policy objectives, and the development of future roads infrastructure investment options.
- 3.11 The ASOR gives detail of the results of the full network survey carried out in 2014. This survey, provides a baseline for monitoring the road condition and plan investment over future years.

4 CONCLUSION

- 4.1 This report advises Members of the good progress being made with regard to the delivery of the Roads Reconstruction Programme for 2014/15. The report also confirms that since its inception in 2011, the overall strategic programme will have upgraded almost 40% of the Class A road network and nearly 30% of the Class B road network by the end of this financial year. This strategic infrastructure investment programme underpins the Single Outcome

Agreement and supports the delivery of the Council's Local Development Plan and future sustainable economic growth.

- 4.2 The Council's Annual Status and Options Report, provides objective analytical based evidence that confirms that the Roads Asset Management and Maintenance Strategy, approved by Council in October 2012, and the associated targeting of capital and revenue expenditure and focus on productivity, is proving to be effective.

5 IMPLICATIONS

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| 5.1 | Policy | Works assessed and carried out under the current Roads Asset Management and Maintenance Plan and delivered in accordance with the principles of the Roads Asset Management and Maintenance Strategy. |
| 5.2 | Financial | Programme based on capital allocation for years 2011 /12 – 2015. |
| 5.3 | Personnel | Reconstruction works delivered by a combination of in-house Roads Operations team, Partnership Contractor and specialist contractors for surface dressing and in-situ recycling. |
| 5.4 | Equalities Impact Assessment | None |
| 5.5 | Legal | None |
| 5.6 | Risk | Completed works will reduce requirement to repair and maintain existing carriageway deterioration. |
| 5.7 | Customer Service in travel | Improved road assets will provide an overall improvement time and quality of driven and walking journeys. |

6 APPENDIX

Appendix 1 Road Annual Status and Options Report 2014

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November 2014

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