

Report To: Policy and Resources Committee

Date: 20 September 2011

Report By: Corporate Director Regeneration and Environment

Report No: PR/ENV/IM/11.90

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Subject: Roads Maintenance Backlog - Investment

1.0 PURPOSE

- 1.1 The purpose of this report is to request that Committee considers providing additional investment in the roads network to reduce the current maintenance backlog.

2.0 SUMMARY

- 2.1 In light of the Safe, Sustainable Communities Committee report on the above, dated 3 May 2011, it was requested by the Convener and the Leader of the Council that Officers examine options for additional funding to address, in the short term, measures to reduce the maintenance backlog and to rectify damage done to the roads network as a result of recent severe winter weather.
- 2.2 As Members are aware Audit Scotland prepared a follow-up report on Maintaining Scotland's Roads since its last report in 2004. The report compares the recommendations of 2004 with the findings of the 2010 report.
- 2.3 Part of Audit Scotland's report referred to the results and findings of the Scottish Road Maintenance Condition Survey (SRMCS). A summary of these results is contained in 4.6 below.
- 2.4 The Scottish Road Maintenance Condition Survey (SRMCS) is a Scotland-wide contract organised by the Chief Officers of Transportation in Scotland (SCOTS) which provides robust information for decision makers on the state of the national road network.
- 2.5 The survey work has been developed over the past 9 years and has provided a valuable oversight on the condition of the local roads network and trends in carriageway condition throughout Scotland.
- 2.6 The study concluded, in National terms, that to return to the position where the carriageway is generally in a good state of repair would require an investment of £1.729Bn. This is an increase of £190M or 12.3% since the previous survey completed in 2010 using 2007 and 2008 data.
- 2.7 The three successive severe winters have, understandably, had an accelerated adverse affect on the condition of all road networks.
- 2.8 The backlog maintenance costs to bring Inverclyde's roads to a good state of repair are calculated to have increased from £9.857M to £11.235M over the past 2 years.
- 2.9 Between financial years 2007/8 to 2010/11 over £7.1M has been invested in surfacing and repairs to the Council's roads and footways. A further £1.4 million of Capital funds were approved by Committee on 8 March 2011 for the current financial year of which £1.0 million will be invested in carriageways and footways.
- 2.10 This report requests that Members consider investing further in the roads network during the current and next financial year to assist in reducing the maintenance backlog within Inverclyde.

3.0 RECOMMENDATIONS

- 3.1 That Committee note the request of the Convener and the Leader of the Council for the attached report.
- 3.2 That Committee considers providing additional investment in the roads network to reduce the current maintenance backlog.
- 3.3 That Committee note the contents of the Scottish Road Maintenance Condition Survey summary information contained in 4.6 below.
- 3.4 That Committee note the deterioration of Inverclyde's roads network and the calculated cost of £11.235M to eliminate the maintenance backlog and to bring the network to a good state of repair.
- 3.5 That Committee note that between financial years 2007/8 to 2010/11 over £7.1M has been invested in surfacing and repairs to the Council's roads and footway.
- 3.6 That Committee note the investment of £1M of capital funding in the current financial year to address carriageway and footway reconstruction as approved by Committee on 8 March 2011.
- 3.7 That Committee agree that this report is remitted to the Safe, Sustainable Communities Committee for approval of the proposed programme of works.
- 3.8 That it be remitted to the Head of Environmental and Commercial Services to prioritise the additional expenditure to reduce the maintenance backlog within the roads network by targeting specific areas as identified in the tables under item 4.6 of this report and to grant approval to the acceptance of such tenders to carry out the said work under the terms of the Standing Orders relating to Contracts.
- 3.9 That it be remitted to the Head of Environmental and Commercial Services to bring forward for consideration to a future Policy and Resources Committee a detailed long term investment plan for all Roads Network assets within Inverclyde.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 As a result of the Safe, Sustainable Communities Committee report titled SCOTS Report – Roads Maintenance Backlog – Inverclyde Council, dated 3 May 2011, it was requested by the Convener and the Leader of the Council that Officers examine options for additional funding to address, in the short term, measures to reduce the maintenance backlog and to rectify damage done to the roads network as a result of recent severe winters.
- 4.2 The Scottish Road Maintenance Condition Survey (SRMCS) is a Scotland-wide contract organised by the Chief Officers of Transportation in Scotland (SCOTS) which provides robust information for decision makers on the state of the national road network.
- 4.3 The survey work has been developed over the past 9 years and has provided a valuable oversight on the condition of the local roads network and trends in carriageway condition throughout Scotland.
- 4.4 The study concluded, in National terms, that to return to the position where the carriageway is generally in a good state of repair would require an investment of £1.729Bn. This is an increase of £190M or 12.3% since the previous survey completed in 2010 using 2007 and 2008 data.
- 4.5 The impact of the recent severe winters has had a significant impact on the deterioration on these assets and this is reflected in the current Road Condition Indicator (RCI) which now stands at 46.4%. This is an increase of 3.9% since the previous RCI data from 2008-09.
- 4.6 Current RCI data, expressed as a %, indicates the following Red and Amber condition within Inverclyde's road network which will require attention or further investigation:

Inverclyde	A Class roads	B Class roads	C Class roads	U Class roads	All Network
Total	Urban 11.1km	Urban 5.8km	Urban 32.3km	Urban 230.2km	Urban 279.40km
Lengths	Rural 12.8km	Rural 15.9km	Rural 21.5km	Rural 31.7km	Rural 81.90km
Totals	23.9km	21.7km	53.8km	261.9km	361.30km

RED

Authority	A Class roads	B Class roads	C Class roads	U Class roads	All Network
Inverclyde					
Urban	5.01 (0.56km)	3.18 (0.18km)	4.64 (1.5km)	11.60 (26.7km)	8.00 (28.94km)
Rural	7.96 (1.02km)	7.33 (1.17km)	29.29 (6.3km)	45.58 (14.4km)	6.33 (22.89km)
Total	6.59 (1.58km)	6.22 (1.35km)	14.49 (7.8km)	15.70 (41.1km)	14.36 (51.9km)
Scotland	6.07	7.19	6.82	10.22	8.48

AMBER

Authority	A Class roads	B Class roads	C Class roads	U Class roads	All Network
Inverclyde					
Urban	25.5 (2.83km)	33.0 (1.91km)	21.24 (6.86km)	33.0 (75.96km)	31.34(87.56km)
Rural	20.37(2.61km)	31.88(5.07km)	43.77 (9.41km)	33.32(10.56km)	33.76(27.65km)
Total	22.76(5.44km)	32.18(6.98km)	30.25(16.27km)	33.04(86.52km)	31.89(115.21km)
Scotland	24.21	28.59	28.14	31.65	29.40

- 4.7 Analysis of the RCI data indicates that the cost to fund the backlog of roads maintenance within Inverclyde, which would bring them to a good state of repair currently stands at £11.235M.
- 4.8 Between financial years 2007/8 to 2010/11 over £7.1M of Capital and Revenue funding has been invested in surfacing and repairs to the Council's roads and footway.
- 4.9 Investment of £1M of capital funding in the current financial year, as agreed at the Safe, Sustainable Communities Committee on 8 March 2011 is targeted at carriageway and footway reconstruction.

5.0 PROPOSALS

- 5.1 Subject to the approval of additional investment it is proposed to reduce the maintenance backlog by

targeting areas within the roads network as highlighted in the Roads Condition Survey statistics contained in item 4.6 above.

5.2 It is also proposed that Members consider the level of investment to be provided from the general Fund Reserves during the current and next financial years i.e. 2011/13. In this regard the extent of available reserves is outlined in the General Fund Revenue Budget 2011/12 report, which is included within the agenda.

6.0 CONCLUSIONS

6.1 The fabric of the roads network has suffered significantly as a result of recent successive severe winters and despite steady capital investment the backlog of maintenance required on the roads network continues to increase.

6.2 It is worth noting that 27 of the 32 local authorities have increased the % of their roads network that falls within the RED category. This tends to support the general opinion of the overwhelming impact that the recent winters have had on the roads network throughout the country.

6.3 Further investment in addition to the current year's capital funding will make a contribution to reducing the maintenance backlog within Inverclyde.

6.4 In order to address the long term maintenance issues associated with the Roads Network it is essential that a comprehensive and robust investment plan is developed and agreed to ensure that the deterioration in the roads fabric is arrested and brought back to a condition fit for purpose.

7.0 CONSULTATION

7.1 The Chief Financial Officer advises that the projected available "free" General Fund Reserves as at 31st March 2012 are approximately £1.0million as detailed in the 2011/12 General Fund Revenue report earlier in the Agenda.

Cost Centre	Budget Heading	Proposed spend this report	Virement from	Other comments
	General Fund Reserves	To be confirmed Over 2011/13	n/a	Funding identified through over recovery in work stream savings exercise and savings in loans charges.

7.2 The Head of Legal and Democratic Services has been consulted on this report.