

EAST RENFREWSHIRE COUNCILCABINET23 March 2017Report by Director of EnvironmentROADS CONDITION INDICATOR FOR 2015 &16 and CURRENT MAINTENANCE  
BACKLOG FIGURE**PURPOSE OF REPORT**

1. The purpose of this report is to comprehensively update the Cabinet on the condition of the Council's roads, the Road Condition Indicator, the current Maintenance Backlog figure and developments to date with regard to a review of the Roads Service.

**RECOMMENDATIONS**

2. It is recommended that Cabinet:
- (a) notes the details of the 2016 Road Condition Indicator and the considerable improvements achieved by the Roads Service in recent years;
  - (b) notes the current maintenance backlog figure; and
  - (c) agrees that the Environment Department continue to explore alternative delivery models for the Roads Service through the Environment Department Change Programme.

**BACKGROUND**

3. In August 2016 Audit Scotland produced a follow up report on Maintaining Scotland's Roads, following previous reports in 2004, 2011 and 2013. Amongst the recommendations were that Councils should:

- Ensure that they use their Road Asset management Plans (RAMPs) to inform Elected Members of long-term investment plans for maintaining roads that take into account the whole-life costing of treatment options
- Ensure that the consequences of spending less than that necessary to maintain current road condition adequately features in budget-setting processes to allow Elected Members to make informed choices which take account of competing demands and priorities

4. On 10 November 2016 a brief report was submitted to the Audit and Scrutiny Committee advising on the high level findings of the Audit Scotland Report and the recommendations contained within it which related to Local Authorities. The report outlined actions which the Council undertakes to ensure compliance with that and previous reports.

5. Each year a Road Condition Indicator (RCI) is calculated by the Society of Chief Officers of Transportation in Scotland (SCOTS) as part of the Scottish Roads Maintenance Condition Survey (SRMCS). Defects in the length of measured carriageways are quantified as red, amber or green. In addition a backlog calculation is produced which estimates the cost to immediately clear all of the red and amber defects reported for each Council's RCI. This and related issues are explained below.

## REPORT

### General Condition

6. During the 2015/16 year the Council received over 4000 requests for repairs about potholes that were subsequently made safe. At the present time there are over 350 roads and 250 footways that need to be repaired. The historical annual resource allocation to the Roads Service has meant that around 20 road schemes and 10 footway schemes are included for resurfacing or patching each year.

7. The problem facing the Council is compounded by the fact that most of its roads are over 40 years old.

### Road Condition Indicator

8. The Road Condition Indicator (RCI) figures are based on annual surveys undertaken on A, B and C Class Roads and for the four year average prior to the indicator being published for Unclassified Roads. The figures are defined as:

*“the percentage of road network which should be considered for maintenance treatment”.*

9. The survey categorises the road condition into Red Amber and Green bands. The RCI figure includes both the red and amber categories. The following table is a summary of the RCI figures.

| Year of measurement | A Class*  | B Class   | C Class   | Unclassified | All  | Overall position in Scotland |
|---------------------|-----------|-----------|-----------|--------------|------|------------------------------|
| 2007                | 24.4 (13) | 47.5 (30) | 36.7 (22) | 54.2 (29)    | 48.1 | 30                           |
| 2008                | 23.7 (12) | 49.6 (31) | 36.7 (20) | 47.3 (26)    | 44.0 | 28                           |
| 2009                | 24.2 (10) | 42.1 (29) | 37.2 (24) | 48.3 (29)    | 43.9 | 26                           |
| 2010                | 30.7 (22) | 41.6 (27) | 38.9 (21) | 57.0 (31)    | 50.1 | 30                           |
| 2011                | 23.7 (8)  | 41.5 (24) | 37.0 (17) | 50.1 (29)    | 45.1 | 27                           |
| 2012                | 18.2 (2)  | 28.2 (20) | 34.5 (16) | 51.6 (27)    | 43.3 | 26                           |
| 2013                | 21.6 (8)  | 28.0 (11) | 36.7 (16) | 50.3 (27)    | 43.5 | 27                           |
| 2014                | 23.9 (12) | 32.9 (16) | 36.2 (15) | 42.5 (22)    | 39.1 | 20                           |
| 2015                | 18.2(2)   | 31.0 (14) | 31.7 (14) | 44.7 (24)    | 39.2 | 23                           |
| 2016                | 16.3 (1)  | 30.2 (15) | 32.7 (16) | 44.8 (25)    | 39.2 | 25                           |

\* Position in Scotland in brackets

10. The RCI has been stable in general for the last 3 years. However, almost 40% of the road network requires maintenance treatment. Key points include:

- ERC are now ranked in first place for the condition of A Class roads, which strategically and economically are the most important carriers of road traffic in the area, and around the Scottish average for both B Class and C Class roads; see Appendix 1.
- The data for the unclassified roads (around 80% of East Renfrewshire's network) indicates that 44.8% of this network should be considered for maintenance treatment.

- Overall, East Renfrewshire Council's road network is considered to be at position 25 out of 32 authorities, a slight drop on the previous year. The considerable achievements on the classified network are clearly diminished by the figures for the unclassified network.

#### Backlog Calculation

11. The backlog figure (developed by Audit Scotland and SCOTS) is designed to represent in the clearest fashion the scale of the maintenance burden. The figure is defined as:

*"a theoretical value which represents the cost to immediately clear all of the red and amber defects reported for an authority's RCI".*

12. The current backlog figure is £26.3 million and is for carriageways only.

#### Additional Funding 2017 / 18

13. The Council has agreed that during the 2017/18 financial year an additional £1.6 million will be made available to the Roads Revenue Works Programme. This is reflected in a separate report on this Cabinet agenda.

14. This additional investment will deliver a significant number of carriageway and footway projects and will be concentrated on residential/unclassified roads.

#### Service Review

15. A service review is underway to

- Assess and review the Councils current funding policy on the Roads Service
- Investigate options to reduce the backlog in the medium term including potential sources of funding
- Review options that would support modernising the service over a 3 year period in line with the Councils 5 capabilities
- Undertake a detailed options appraisal and highlight actions for implementation
- Assess the potential social inclusion and community benefits associated with any preferred model of service delivery

16. With regard to this the Roads Service has recently undergone a comprehensive strategic review as part of the Environment Departments change programme.

17. Extensive and detailed data and information are currently being analysed and reviewed. In due course a full option appraisal will be carried out and brought back to the Cabinet with recommendations as to how the service might be delivered and/or funded in the future.

18. The Council is currently part of the Clyde Valley Roads Alliance, whose membership comprises the 8 Clyde Valley City Region Councils, and is overseen by a City Deal, Transport & Connectivity Group. Council representatives continue to work with these groups to consider the viability of alternative collaborative approaches to roads service delivery across the City Region area. Any options developed as part of this group will be considered as part of the overall option appraisal for the Roads Service.

## **FINANCE AND EFFICIENCY**

19. There are no financial implications at this point in time.
20. Additional resources of £1.6 million have been made available for 2017/18 for residential/unclassified roads and footways.

## **CONSULTATION**

21. There has been consultation with key staff within the Roads Service. In addition there has been a benchmarking exercise and benchmarking discussions with Councils across the UK.

## **PARTNERSHIP WORKING**

22. The Roads Condition Indicator and backlog figure is prepared for the Councils in Scotland by the Association for Public Service Excellence (APSE) & SCOTS. There has been ongoing collaboration with the Clyde Valley Roads Alliance.

## **IMPLICATIONS OF THE PROPOSALS**

23. There are no staffing, IT, equalities or other implications associated with this report at this point in time.

## **CONCLUSIONS**

24. In terms of the resources available the Roads Service has performed well on the RCI and achieved substantial improvements to the network over recent years.
25. The additional £1.6 million in 2017/18 Roads Revenue Works Programme will considerably benefit residential and unclassified roads which currently are the areas showing the greatest deterioration.
26. However, the major issue facing the Council is the backlog figure of £26.3 million which is for carriageways alone. Clearly, simply adding £26.3 million to the Council's General Fund Capital Plan over the next few years is not a simplistic solution. This would require a further sum of around £3.25 million over and above existing expenditure levels for around 8 years.
27. The ongoing data and analysis information within the Department as part of the Environment Department major change programme will in due course result in an option appraisal for the future delivery and funding of the service.

## **RECOMMENDATIONS**

28. It is recommended that Cabinet:
  - (a) notes the details of the 2016 Road Condition Indicator and the considerable improvements achieved by the Roads Service in recent years;
  - (b) notes the current maintenance backlog figure; and

- (c) agree that the Environment Department continue to explore alternative delivery models for the Roads Service through the Environment Department Change Programme.

Director of Environment

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## APPENDIX 1

East Renfrewshire's figures are at Line 13:

|             | Network | A Roads | B Roads | C Roads | All Classified Roads | U Roads |
|-------------|---------|---------|---------|---------|----------------------|---------|
| Authority   | RCI     | RCI     | RCI     | RCI     | RCI                  | RCI     |
| 1           | 32.6    | 27.4    | 33.1    | 28.7    | 29.7                 | 34.7    |
| 2           | 31.9    | 29.4    | 35.7    | 30.6    | 32.1                 | 31.7    |
| 3           | 42.3    | 38.6    | 43.9    | 40.2    | 41.3                 | 43.3    |
| 4           | 37.2    | 39.8    | 40.0    | 38.0    | 39.0                 | 34.8    |
| 5           | 31.8    | 19.1    | 22.1    | 25.6    | 22.7                 | 36.8    |
| 6           | 46.5    | 33.9    | 34.5    | 43.8    | 39.0                 | 56.8    |
| 7           | 28.2    | 21.2    | 24.5    | 27.5    | 25.0                 | 29.2    |
| 8           | 43.1    | 37.3    | 38.7    | 49.7    | 41.0                 | 45.7    |
| 9           | 38.7    | 29.1    | 36.3    | 40.1    | 35.1                 | 43.3    |
| 10          | 26.9    | 25.2    | 22.8    | 21.9    | 22.9                 | 31.4    |
| 11          | 33.8    | 27.0    | 21.5    | 29.6    | 27.1                 | 36.2    |
| 12          | 46.6    | 34.3    | 43.3    | 43.2    | 41.0                 | 55.6    |
| 13          | 39.2    | 16.3    | 30.2    | 32.7    | 28.8                 | 44.8    |
| 14          | 55.3    | 44.6    | 63.4    | 60.2    | 56.4                 | 52.9    |
| 15          | 24.9    | 24.8    | 21.4    | 18.5    | 20.7                 | 30.3    |
| 16          | 34.6    | 24.2    | 19.9    | 24.9    | 23.8                 | 37.8    |
| 17          | 38.3    | 36.2    | 36.8    | 50.8    | 42.9                 | 34.6    |
| 18          | 39.1    | 19.1    | 34.0    | 38.5    | 32.2                 | 45.6    |
| 19          | 21.2    | 22.1    | 18.0    | 15.5    | 18.5                 | 24.3    |
| 20          | 43.8    | 31.2    | 41.8    | 41.3    | 37.5                 | 51.2    |
| 21          | 37.7    | 19.8    | 33.5    | 31.5    | 27.6                 | 50.5    |
| 22          | 31.2    | 21.6    | 33.3    | 27.7    | 27.9                 | 35.0    |
| 23          | 35.2    | 28.6    | 39.6    | 37.7    | 35.0                 | 35.2    |
| 24          | 37.4    | 29.5    | 29.0    | 26.4    | 28.5                 | 40.7    |
| 25          | 31.4    | 20.9    | 29.2    | 28.9    | 26.5                 | 35.3    |
| 26          | 29.4    | 18.3    | 27.6    | 41.6    | 28.2                 | 30.1    |
| 27          | 34.8    | 22.4    | 27.5    | 36.9    | 31.2                 | 36.6    |
| 28          | 33.1    | 23.0    | 24.1    | 37.9    | 29.7                 | 35.5    |
| 29          | 40.5    | 29.6    | 37.6    | 43.4    | 38.9                 | 41.2    |
| 30          | 26.7    | 17.5    | 18.4    | 15.4    | 16.2                 | 32.0    |
| 31          | 35.2    | 22.2    | 26.3    | 28.4    | 25.0                 | 41.8    |
| 32          | 30.8    | 24.5    | 19.0    | 16.7    | 19.9                 | 34.6    |
| Scotland LA | 36.4    | 29.5    | 34.8    | 34.6    | 33.1                 | 39.5    |

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