

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 29 JUNE 2004

SCOTTISH ROAD CONDITION MAINTENANCE SURVEY

Report By Executive Director of Development and Property Services

1. PURPOSE OF REPORT

- 1.1 To inform the Committee of the findings of the 'Scottish Road Maintenance Condition Survey' for 2003/2204 and that further analysis of the findings will be undertaken to determine future maintenance programmes.

2. BACKGROUND

- 2.1 At its meeting of 13 March 2002, the Development Services Committee agreed to participation in the Scottish Road Maintenance Condition Survey (SRMCS).
- 2.2 The purpose of the SRMCS survey is to assess the condition of the whole 56,000km of Scottish Road Network and to produce evidence in the form of indicators to address the £1.5 billion maintenance spending backlog across Scotland.
- 2.3 Government bodies, including the Audit Commission and Audit Scotland have promoted the development of Performance Indicators (PI's) for monitoring the condition of road assets. Audit Scotland had previously set an agenda for the introduction of Key Performance Indicators (KPI's) relating to roads, but it was recognised that a pre-requisite was the availability of good quality, consistent data on the condition of the network. With the involvement of SCOTS and the backing of the Scottish Executive, network wide data collection commenced in 2002 (under the 'Scottish Road Maintenance Condition Survey' project or SRMCS), thus providing a database of road condition, on all classes of roads, necessary to develop KPI's. WDM Limited was commissioned by SCOTS to undertake a Multifunction Road Monitor (MRM) survey of the Scottish Road Network to support the production of KPI's relating to the condition of the national network. As indicated this is a requirement of Audit Scotland, and is supported by the Scottish Executive. The contract with WDM Limited is for four years and the parameters measured for the calculation of the KPI's are longitudinal profile, texture depth and rutting.

3. SCOTTISH ROAD CONDITION MAINTENANCE SURVEY

- 3.1 The statutory performance Indicator (PI) for road condition is defined as: "The percentage of the road network that should be considered for maintenance treatment, derived from a combination of established condition parameters measured at network level".
- 3.2 The results of the SRMCS for East Ayrshire for the year 2003/04 are as follows:

Road Category	Total Distance (KM)	Kilometres in each condition (where known)					
		Red	%	Amber	%	Green	%
A	123	7.0	5.69	24.30	19.76	91.7	74.55
B	196	35.24	17.98	65.17	33.25	95.59	48.77
C	211	24.16	11.45	75.88	35.96	110.96	52.59
U	586	144.8	24.71	297.04	50.69	144.16	24.60
Network	1116	211.26	18.93	462.47	41.44	442.27	39.63

In order to illustrate the results in a graphical form and when overlaying onto a map background, the following colour code has been adopted.

Green Road is in an acceptable condition.

Amber Road condition indicates that further investigation should be taken to establish if treatment is required and when.

Red Road has deteriorated to the point at which repairs to prolong its future life should be considered.

- 3.3 The target lengths for survey each year are 'A Class 100%', 'B and C Class 50%' and 'U Class' 25%.
- 3.4 The total length of the network is based on historical figures used prior to the establishment of East Ayrshire Council plus new road adoptions. As the network is surveyed over the four-year contract, a better indication of actual length will be known.
- 3.5 The percentages (PI) shown above are the actual percentages. The kilometres in each condition are weighted to reflect the whole network. In effect the PI for each sub category of road as derived from the sampled length is applied to the total length of that category, with the overall PI reflecting the weighted length of each category within the network.
- 3.6 The weighted Key Performance Indicator for the Network overall as reported to Audit Scotland is the summation of the red and amber percentages i.e. 60.37.
- 3.7 As the current PI identifies simply the percentage of the length of road over which maintenance may be required, it does not differentiate between different categories of defect or give an additional weighting if more than one type of defect is present. It also does not reflect the relative difference in cost of the various treatments which may be required to restore the carriageway to an acceptable standard.
- 3.8 A more detailed analysis of the results will be undertaken to determine the remedial treatments required which will then be included in future programmes of work.
- 3.9 Audit Scotland intend to publish the complete results of the SRMCS later this summer.

4. LEGAL IMPLICATIONS

4.1 The Local Government Act 1992 requires the Accounts Commission to issue an annual Direction to local authorities to publish such information relating to their activities in any financial year as will, in the Commission's opinion,

"facilitate the making of appropriate comparisons (by reference to the criteria of cost, economy, efficiency and effectiveness) between:

(a) the standards of performance achieved by different authorities in that financial year; and

(b) the standards of performance achieved by such bodies in different financial years."

The SRMCS Key Performance Indicator requires to be published.

5. FINANCIAL IMPLICATIONS

5.1 The cost of the SRMCS is funded from the Roads & Transportation Division's Revenue Budget.

6. RECOMMENDATION

6.1 It is recommended that the Committee note:

(a) the results of the 'Scottish Road Maintenance Condition Survey'; and

(b) that further analysis of the survey will be undertaken to determine future maintenance programmes.

James Lavery
Executive Director of Development and Property Services
7 June 2004

LIST OF BACKGROUND PAPERS

Nil

For further information please contact John McRobert on 01563 576310

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