

EAST RENFREWSHIRE COUNCILCABINET15 March 2018Report by Director of EnvironmentROADS CONDITION INDICATOR FOR 2016 &17 and CURRENT MAINTENANCE  
BACKLOG FIGURE and STEADY STATE BUDGET FIGURE**PURPOSE OF REPORT**

1. The purpose of this report is to update the Cabinet on the condition of the Council's roads, the 2016/17 Road Condition Indicator, the Maintenance Backlog figure and Steady State budget figure.

**RECOMMENDATIONS**

2. It is recommended that the Cabinet notes;
- (a) the details of the 2017 Road Condition Indicator and the considerable improvements achieved by the Roads Service in recent years;
  - (b) the current maintenance backlog figure; and
  - (c) the current steady state budget figure

**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 Council's 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. 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.

6. In addition SCOTS require a steady state budget to be calculated and this reflects the average annual budget required to maintain the road network in the same condition for each subsequent year over a ten year period.

### General Road Condition

7. During the 2015/16 year the Council received over 4000 requests for repairs about potholes that were subsequently made safe. The amount of requests rose to over 4,700 during 2016/17. At the present time there are over 350 roads and 250 footways that need to be repaired. The historical annual capital and revenue budget allocation to the Roads Service has meant that around 20 road schemes and 10 footway schemes are included for resurfacing or patching each year.

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

9. The Council agreed that during the 2017/18 financial year an additional £1.6 million would be made available to the Roads Revenue Works Programme.

10. This additional investment delivered a significant number of carriageway and footway projects and concentrated on residential/unclassified roads. Works are still underway on these projects and the RCI figures shown below do not take into account all of these works since the majority were carried out after the 2017 survey.

### Road Condition Indicator

11. 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 for Unclassified Roads. The figures are defined as:

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

12. 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
2017	17.0 (2)	31.6 (16)	34.5 (17)	41.3 (22)	37.4	22

Position in Scotland in brackets

13. The RCI has improved in general for the last 5 years. However, almost 40% of the road network requires maintenance treatment. Key points include:

- ERC are now ranked in second 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 41.3% of this network should be considered for maintenance treatment.
- Overall, East Renfrewshire Council's road network is considered to be at position 22 out of 32 authorities, an improvement on the previous year. The considerable achievements on the classified network are clearly diminished by the figures for the unclassified network.

#### Backlog Calculation

14. 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".*

15. The current backlog figure based on data collected in 2015/16 for classified roads and 2013/16 for unclassified roads is £22.2 million and is for carriageways only. The costing rates now applied during the 2017 calculations are used by all Scottish local authorities and are derived from the Scottish Road Research Board (SSRB) Cost Benchmarking report published in 2016. This is a reduction on the backlog figure of £26.3 million reported last year which used rates submitted by each individual authority.

#### Steady State Budget Calculation

16. The steady state budget is calculated using the latest survey data and the new SSRB treatment costs. The steady state is defined as the reporting of the same network condition in each subsequent year over a ten year period. In short this is the budget that would be needed to maintain the roads in their *current* condition.

17. The steady state budget for East Renfrewshire has been calculated as being £2.5million, this compares to the 2017/18 structural maintenance revenue and capital budget allocation of £2,396,200.

### **FINANCE AND EFFICIENCY**

18. There are no financial implications at this point in time.

### **CONSULTATION**

19. 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**

20. 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**

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

### **CONCLUSIONS**

22. 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.

23. The additional £1.6 million allocated to the 2017/18 Roads Revenue Works Programme will considerably benefit residential and unclassified roads which currently are the areas showing the greatest deterioration.

24. However, the major issue facing the Council is the backlog figure of £22.2 million which is for carriageways alone. Clearly, simply adding anything up to £22.2 million to the Council's General Fund Capital Plan (assuming the majority of those repairs could be classified as capital) over the next few years is not a simple or straightforward solution. This level of capital and revenue expenditure would require a further investment of around £2.78 million over and above existing expenditure levels for around 8 years.

25. To maintain just a steady state in road condition would require a minimum spend of £2.5million per annum.

### **RECOMMENDATIONS**

26. It is recommended that the Cabinet notes:

- (a) the details of the 2017 Road Condition Indicator and the considerable improvements achieved by the Roads Service in recent years;
- (b) the current maintenance backlog figure; and
- (c) the steady state budget figure.

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	31.8	29.9	33.8	28.3	30.6	32.6
2	34.1	29.3	40.3	33.5	35.1	33.1
3	41.0	38.2	40.7	41.4	40.5	41.4
4	37.2	38.9	40.2	38.0	38.9	35.0
5	32.7	20.3	24.3	27.7	24.6	37.3
6	47.3	34.9	36.0	46.3	40.8	56.2
7	30.3	22.6	22.4	27.4	25.0	31.9
8	43.4	36.1	37.0	48.8	39.7	48.1
9	38.8	28.9	35.7	40.3	34.9	43.8
10	27.9	25.9	23.5	24.9	24.6	31.6
11	31.9	26.8	18.6	30.6	27.0	33.6
12	48.5	38.0	46.4	44.5	43.5	56.6
13	37.4	17.0	31.6	34.5	30.3	41.3
14	55.5	43.5	63.9	62.1	56.7	52.8
15	26.2	26.6	24.0	22.0	23.6	29.4
16	36.4	26.8	19.8	30.0	26.8	39.2
17	39.1	36.2	39.2	51.3	44.0	35.2
18	39.0	19.8	35.6	40.5	33.7	43.9
19	19.8	22.4	20.9	16.2	19.9	19.6
20	42.5	29.5	40.4	41.7	36.6	49.4
21	35.3	18.8	34.2	31.1	27.2	45.6
22	31.8	24.0	35.9	30.2	30.4	33.4
23	37.3	29.3	42.1	40.2	36.9	37.5
24	35.2	27.6	30.1	26.1	28.1	37.8
25	32.8	25.0	30.5	33.2	29.7	35.2
26	29.4	21.6	30.7	45.1	31.5	28.1
27	33.9	23.8	26.0	37.5	31.5	35.1
28	31.8	22.9	24.5	37.1	29.7	33.4
29	37.9	24.1	36.1	39.6	35.2	38.9
30	25.3	15.2	16.9	14.4	14.8	30.7
31	36.4	25.1	29.4	30.8	27.8	41.9
32	30.5	28.3	21.5	20.3	23.4	33.1
Scotland LA	36.7	30.2	35.9	36.2	34.3	39.0

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