

EAST RENFREWSHIRE COUNCILCABINET25 January 2024Report by Director of EnvironmentROADS ASSET MANAGEMENT PLAN 2024-2029**PURPOSE OF REPORT**

1. To advise the Cabinet on the new Roads Asset Management Plan 2024-2029 (copy attached).

**RECOMMENDATIONS**

2. It is recommended that the Cabinet approves the Roads Asset Management Plan 2024-2029.

**BACKGROUND**

3. The Council's Roads Asset Management Plan (RAMP) fits into the hierarchy of the Corporate Asset Management Plan and outlines the work being undertaken by the Council in relation to the management of the adopted roads network across its area.

**REPORT**

4. This RAMP seeks to provide a policy context and an overview of the approach to the management and maintenance of the assets for which the Operational Roads Service is responsible for.

5. It identifies future priority actions and potential risks and seeks to provide a well-managed, maintained and safe adopted road network which meets the needs of our residents and promotes economic growth for all our communities.

6. The context for this plan is informed by a range of legislation, policy, plans and strategies. There are also a range of key drivers which serve to shape the content of the plan and these are mainly development issues, performance measures and future activities.

7. The plan highlights that the management and maintenance of roads assets within the East Renfrewshire area is both progressive and efficiently managed. Increased emphasis on improving processes and using modern technologies will continue to have beneficial effects on data management, customer service and ensuring investment in our assets is targeted in the most efficient and effective way possible.

8. There is now a greater coordination between strategic and operational Council Services which has helped develop a better understanding of the Council's assets in terms of condition, future requirements and associated financial expenditure.

## **FINANCE AND EFFICIENCY**

9. The RAMP details the capital and revenue budgets currently allocated and will be used to inform and prioritise future spend.

## **CONSULTATION**

10. The RAMP has been jointly prepared by Operational Roads Services, Strategic Transport Services and the Corporate Asset Management Group.

## **PARTNERSHIP WORKING**

11. A number of activities within the RAMP demonstrate an established pattern of partnership working on the part of the Council. Key actions are detailed which will require continued collaboration with key stakeholders.

12. East Renfrewshire Council participates in the Society of Chief Transportation Officers in Scotland (SCOTS) Roads Asset Management Planning project. This project is a collaboration of all 32 Scottish Local Authorities established to assist in the development of a nationally consistent framework for managing our road assets. The project also provides asset management training to engineers and inspectors. Work is ongoing to develop a RAMP in accordance with the SCOTS project format within the next 2 years.

## **IMPLICATIONS OF THE PROPOSALS**

13. The Plan will enable a long term strategic and more informed approach to road asset management resulting in multiple benefits and value for money. This plan will have no negative impact on staffing, legal, IT or equalities.

## **CONCLUSIONS**

14. With the continued pressure on budgets and expenditure, asset management is a critical tool in ensuring best use is made of available funding. The RAMP is a live document and will be continually updated to assist in this process and highlight improvements.

## **RECOMMENDATIONS**

15. It is recommended that the Cabinet approves the Road Asset Management Plan 2024-2029.

Director of Environment

Further information can be obtained from: Andrew Corry, Head of Operations on 0141 577 3458 or [andrew.corry@eastrenfrewshire.gov.uk](mailto:andrew.corry@eastrenfrewshire.gov.uk)

Convener contact details:  
Councillor Danny Devlin  
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# Operational Roads Services Asset Management Plan 2024-2029



Environment Department



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## Executive Summary

This Roads Asset Management Plan (RAMP) covers the period 2024 – 2029 and seeks to provide an overview of the Council's approach to the management and maintenance of the assets of the Roads Service.

This RAMP is aligned with the overarching Corporate Asset Management Plan (CAMP) which in turn is aligned to Council aims, objectives and delivery of priorities.

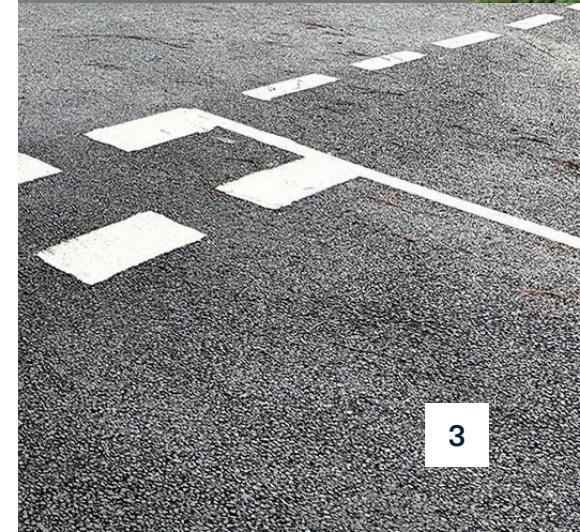
The powers and duties of the Council as Roads Authority are defined by the Roads (Scotland) Act 1984 and additional relevant legislation.

East Renfrewshire Council has an extensive road asset worth over £1 billion which is the most valuable asset owned by the Council. These important infrastructure assets are extensively used by the whole community, are essential for the strength of the local economy and are intrinsically linked to supporting the delivery of all 5 key strategic outcomes that inform the Capital Investment Strategy.

A well maintained road network which meets the needs of the residents of East Renfrewshire and which promotes economic growth opportunities for all our communities is essential.

This asset management plan informs upon the asset base, its current condition and investment required to maintain and improve the asset portfolio.

East Renfrewshire Council participates in the Society of Chief Officers of Transportation in Scotland (SCOTS) Roads Asset Management Planning project. This project is a collaboration of all 32 Scottish Local Authorities established to assist councils to develop their RAMPs to a nationally consistent framework for managing our road assets. The project also provides asset management training to engineers and inspectors. Work is ongoing to develop a RAMP in accordance with the SCOTS project format within the next 2 years.



## 2 Road Assets

### Road Assets covered by the RAMP

The value of the adopted public road network maintained by the Roads Service is in excess of £1 billion and comprises of the following:-

Asset	Quantity	Unit
Carriageway	487.2	km
Footways/footpaths	720.6	km
Bridges	130	No.
Culverts	51	No.
Trash Screens	43	No.
Retaining Walls	3,282	m
Gullies	14,490*	No.
Car Parks	15	No.
Street Lighting Columns	14,755	No.
Traffic Signals	34	No.
Signalised Ped Crossings	58	No.
Zebra Crossings	22	No.
Vehicle Activated Signs	50	No.
Non Illuminated Signs	5000*	No.
Illuminated Signs	540*	No.
Pedestrian Barrier	1000*	m
Bollards	515*	No.
Grit Bins	346	No.
Vehicle Restraint System	8,688	m
Bus Stops	389	No.
Bus Shelters	207	No.
Real Time Passenger Information Units	24	No.

\*approximate figures given where inventory collection still to be completed.

Further inventory collection is still to be carried out and a data management plan will be created to record inventory data, storage, updating and validation processes.

This RAMP has the aim of ensuring these assets are maintained in a fit for purpose condition that meet the needs of users including local residents and those passing through the area, whilst minimising costs and enhancing service delivery.

WDM is the Council's Road Maintenance Management System. Its Lighting Management Module and Routine Maintenance Module are used to record details of street lighting and carriageway assets and all maintenance works carried out on them. We are planning to develop and expand this system to include the Structures and Watercourse Management Modules and the Pavement Management System in 2024/25.

### Road Assets not covered by the RAMP

The RAMP only covers the Council assets that are managed and maintained by the Roads Service and are directly linked to the adopted public road network.

Private roads and footways that are not adopted under the Roads (Scotland Act) 1984 as public roads are not included in this RAMP even although there may be a public right of passage over them.

## 3 Demands

### Asset Growth

The Road Asset grows each year with the adoption of new roads, mainly serving new housing developments and the construction of new road or footway links.

The carriageway asset has increased by 0.94% over the last 4 years which has resulted in an additional 4.54km of carriageway to be inspected and maintained. This level of growth is expected to continue for the term of this RAMP.

With additional lengths of carriageway being added to our network also comes associated footways, street lighting columns, gullies, signs and other associated infrastructure.

Asset growth generates additional requirements in maintenance and management and a need for additional associated funding in future years as these new assets age.

### Traffic Growth

Traffic growth places increased pressure on the existing road network, particularly increases in large commercial vehicles. Many of the Council's roads were not designed to accommodate the level of traffic now using them which creates a growing need for investment in maintenance.

### Environmental Conditions

Pressure is also being placed on the asset as a result of environmental conditions including harsh winters and flooding.

Severe weather conditions create a need for additional funding as they accelerate damage to the road assets.

### Utility Activity

Statutory Undertakers have a right to lay and maintain apparatus within the Public Road and are responsible for carrying out their own reinstatements. The relationship between the Statutory Undertakers and the Roads Authorities is governed by the New Roads and Street Works Act 1991 and associated codes of practice.

Guarantee periods of 6 years can be enforced by the Roads Authority with exemptions being for modular surfaces, high friction/coloured/textured surfacing and road markings for which a 2 year warranty period can be enforced. For reinstatements in verges a 12 month warranty applies.

Roads Authorities and Statutory Undertakers have a statutory duty to register all notifiable

works on the Scottish Roadworks Register (SRWR) which is a central tool to assist with the co-ordination of works on Scottish roads. This helps protect newly resurfaced roads and footways from being excavated and reduces future maintenance costs.

Utility activity can have a detrimental effect on the condition of road asset due to the disturbance of existing surfaces even when the reinstatement is made to the required standard.



## 4 Routine Safety Inspections of Roads Assets

Routine Safety Inspections of the adopted road network are carried out and defects are categorised in accordance with our Road Asset Safety Inspection Strategy approved by Cabinet in November 2021.

This inspection strategy is a risk based approach to safety inspections in accordance with guidance provided by the Society of Chief Officers of Transportation in Scotland (SCOTS) and “Well Managed Highway Infrastructure - A Code of Practice” produced by the UK Roads Leadership Group.

Planned safety inspection frequencies are based upon the road and footway hierarchy and range from monthly to annually. Our road

and footway hierarchy has been reviewed in 2023 and our inspection routes will be revised accordingly in 2024/25.

These safety inspections include a visual safety check of all road assets including verges, footways and carriageways. This includes road and footway surfaces, street lights, structures, signs, road markings, street furniture etc. Any defect found is evaluated using a risk matrix to identify a priority for the defect which will then establish the appropriate target response time for the repair.

East Renfrewshire Council have set the target response time levels at the same level as those recommended by SCOTS and shown below.

Defect Priority Category	P1	P2	P3	P4	NR
Target Response Time	24 hours	5 working days	60 working days	Programmed work	No Action Required





## 5 Levels of Service & Performance

The following service standards apply to the road asset and define the level of service that customers can expect. The standards allow the appropriate prioritisation of resources within available funding.

Service		Measure	Target Standard	Performance 2021/22	Performance 2022/23
Carriageways	Safety	% Category 1 defects made safe within response times	24 hrs	100%	100%
		Response time to Category 2 defects	5 days	Not recorded	87%
		Response time to Category 3 defects	60 days	Not recorded	99%
		% of all defect repairs completed within response times	Varies	Not recorded	98%
		% of Safety Inspections completed on time	Varies	86%	82%
	Condition	% of overall network to be considered for maintenance		37.3%	35.4%
		% A class roads to be considered for maintenance		20.5%	18.7%
		% B class roads to be considered for maintenance		23.8%	21.8%
		% C class roads to be considered for maintenance		33.4%	28.7%
		% unclassified roads to be considered for maintenance		42.3%	41.2%
	% of carriageway length treated		6.26%	tbc	
Footways	Safety	% Cat 1 defects made safe within response times	24hrs	100%	100%
		% of Safety Inspections completed on time	Varies	78.95%	67%
Structures	Safety	% of principal inspections carried out on time	6 yearly	100%	100%
		% of general inspections carried out on time	2 yearly	100%	100%
	Condition	Average bridge stock condition indicator		95.8	93.6
		Critical bridge stock condition indicator		78.1	68.8
Street Lighting	Safety	% lamps repaired within target time	7 days	79.1%	72.6%
		Average time to repair a lamp	5 days	4.6 days	3.9 days
	Condition	% of street lighting columns > 30 years old		58.46%	58.39%
	Efficiency	% street lights which are LEDs	100%	76.4%	86%
		Average annual electricity consumption per street light (kwHrs)		258	225
		CO2 emissions per street light (kg)		63	51
	% change in energy consumption year to year		-10%	-16%	
Traffic Signals	Safety	% Urgent faults repaired within response times	4 hrs		93.2%
		% Non-urgent faults repaired within response times	24 hours		95.8%

## 6 Asset Group Reports

### Carriageways

East Renfrewshire Council has 487.2km of adopted road carriageways split as follows:-

<b>A class roads</b>	<b>31.10km</b>	<b>B class roads</b>	<b>49.60km</b>	<b>C class roads</b>	<b>82.90km</b>	<b>Unclassified roads</b>	<b>323.6km</b>
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The table below shows the overall Road Condition Indicators (RCI) for East Renfrewshire Council from 2015-2016 to 2021-2023 and the comparison with the Scottish average. The RCI figure, provided from the Scottish Road Maintenance Condition Survey (SRMCS), is the percentage of road network showing signs of deterioration and therefore requiring maintenance treatment. The RCI is calculated from the previous 2 years survey data for A, B and C class roads and 4 years data for unclassified roads.

Overall RCI with comparison to Scottish Average							
	2015-17	2016-18	2017-19	2018-20	2019-21	2020-22	2021-23
<b>East Renfrewshire</b>	39.2	37.4	39.1	35.5	36.4	37.3	35.4
<b>Scottish Average</b>	36.4	36.7	36.3	35.8	35.5	34.2	33.6
<b>Comparison</b>	+2.8	+0.7	+2.8	-0.3	+0.9	+3.1	+1.8
<b>Overall Ranking</b>	25th	22nd	26th	18th	21st	26th	26th

Whilst historically East Renfrewshire Council has ranked 1st or 2nd for the condition of our A class roads, our C and unclassified roads which make up the most significant part of our network have been in a poorer condition and so have had the effect of lowering our overall network rating.

The ongoing additional capital investment of £3m per year for the 5 years since 2019 which has been targeted at our residential roads has resulted in a slight improvement in the overall road condition.

The headline backlog figure produced by SCOTS in May 2019 was £25.3m and in 2023 has been calculated to be £27.3m – this is the budget that would be required to remove all red or amber sections >10m in length in one year.

The estimated annual cost of maintaining ERC's road carriageway assets in their current condition was estimated in May 2019 as being £2.71m per year and in 2023 this cost has increased to £3.171m.



This figure is provided by SCOTS and is defined as being the cost of treating amber rated carriageways that would subsequently decline into red in the coming year, hence keeping the percentage red rated carriageways steady for that year.

The £3.5m per year additional capital funding secured for 5 years and to be targeted again at our C and unclassified roads from 2024/25 to 2028/29, along with the £1.1m original capital allocation should allow us to achieve at least a steady state condition of our carriageway assets (taking account of potential increased costs and allowing for some limited spending on maintaining/improving other infrastructure e.g. footways).

Carriageways requiring maintenance are assessed and works are prioritised and programmed in accordance with an agreed assessment criteria. It is planned to expand the use of our asset management system, WDM in 2024/25 and to make use of the Pavement Management System module to assist with the prioritisation and programming of works.

### Footways

East Renfrewshire Council has 720.6km of adopted footways/footpaths.

As with carriageways, the footways identified through inspection as requiring maintenance treatment are assessed and works are prioritised and programmed in accordance with an agreed assessment criteria.

A proportion of the additional capital investment is spent on footway reconstruction works each year either to coincide with or in advance of planned carriageway resurfacing or in isolation.

### Routine Maintenance of Carriageways & Footways

An annual revenue budget of £690k is available in 2023/24 for reactive repairs to carriageways and footways to repair defects identified either during routine safety inspections or reported by customers. In addition a revenue budget of £92k is available annually for structural patching repairs.

Defect repairs are carried out in accordance with the Code of Practice produced by Transport Scotland (New Roads and Street Works Act 1991 – Specification for the Reinstatement of Openings in Roads).

### Verge Maintenance & Weed Control

Verge cutting on rural roads is carried out twice per year and includes a 1m wide swathe at the side of the carriageway and visibility areas at junctions.

Verge cutting within urban areas is carried out more frequently by Neighbourhood Services.

Weed control on adopted roads and footways was until recently carried out by Neighbourhood Services but this work has now been contracted out to a third party.

The total annual revenue budget available for this work in 2023/24 is £187,300.

### Ash Dieback Disease

Ash dieback disease is affecting trees adjacent to the public road network with potential risk to road users. Survey, identification and removal of affected trees is required.

Survey works already carried out have identified around 485 trees within the public road boundary which are at an advanced stage of the disease and require to be felled at an estimated cost of £485k plus further annual costs for ongoing inspections and felling of additional trees as disease progresses.

An Action Plan in co-ordination with other affected services will be drawn together to assess the extent of the problem within East Renfrewshire and how treatment of the disease can be funded.

**Structures**

East Renfrewshire Council Roads Service are responsible for 130 bridges, 51 culverts and 3,282 linear metres of retaining wall.

Principal Inspections of bridges are carried out over a 6 year cycle and General Inspections are undertaken every 2 years.

These General and Principal Inspections identify and prioritise defects and the outcomes are used to calculate condition scores known as Bridge Stock Condition Indicator (BSCI) which is the inspection standard used by road bridge owners across the UK.

The BSCI is the average condition index for a structure taking into account the condition of all structural elements on the structure. The score provides an overview of the average structure condition.

The Bridge Stock Condition Indicator average for East Renfrewshire’s bridges was 93.6 in 2022/23 which is within the “good condition” category. This has been fairly consistent and stable for the last 10 years.

There are 3 road bridges within East Renfrewshire which are subject to a weight restriction, one of these is due to be replaced in 2024 as part of the City Deal works to realign Aurs Road.

Capital funding of £53k per year has been made available for bridge refurbishment and pointing along with a revenue budget of £27.5k per year.

Any significant works arising will require the submission of a CPA bid for additional funding.



**Structure Condition Indicator Score Range Groupings**

BSCI Range	General Description	BSCI Stock Condition Descriptor
95 ≤ BCI ≤ 100	Very Good Condition	Structure stock is in a very good condition. Very few structures may be in a moderate to severe condition.
90 ≤ BCI < 94	Good Condition	Structure stock is in a good condition. A few structures may be in a severe condition.
80 ≤ BCI < 89	Fair Condition	Structure stock is in a fair condition. Some structures may be in a severe condition.
65 ≤ BCI < 79	Poor Condition	Structure stock is in a poor condition. A significant number of structures may be in a severe condition.
40 ≤ BCI < 64	Very Poor Condition	Structure stock is in a very poor condition. Many structures may be in a severe condition.
0 ≤ BCI < 39	Severe	Structure stock is in a severe condition. Many structures may be unserviceable or close to it.

## Watercourses & Trash Screens

Under the terms of the Flood Risk Management (Scotland) Act 2009 local authorities are responsible for assessing bodies of water for the purpose of ascertaining whether any such body gives rise to a risk of flooding (under section 18 of the Act), and for carrying out a schedule of clearance and repair works to substantially reduce any such risk (under section 59 of the Act).

A relevant body of water means a body of surface water (other than a stretch of coastal water) or a body of underground water forming part of a watercourse (but not including a watercourse which is wholly underground), but does not include sewers and drains which drain into sewers.

Clearance and repair works are works that consist of any or all of the following —

- (a) removing obstructions from a body of water,
- (b) removing things that are at significant risk of becoming such obstructions,
- (c) repairing artificial structures which form part of the bed or banks of a body of water.

Watercourses are inspected on a four year cycle and any clearance and repair works undertaken as required.

43 trash screens are situated where watercourses pass under the road network. These are inspected on a monthly basis and



cleared of debris/silt as required. Ad-hoc inspections of these trash screens are also carried out when heavy rainfall is forecast.

A revenue budget allocation of £70k is available for flood prevention work which is also used to carry out inspection, assessments and subsequent works of clearance and repair to watercourses and clearance/maintenance of trash screens as required under our duties in accordance with the Flood Risk Management (Scotland) Act 2009.

## Street Lighting

East Renfrewshire Council Roads Service are responsible for 14,755 street lighting columns and 15,419 luminaires.

Full details of the street lighting asset are held within the lighting module of the WDM

and works instructions are raised to our term contractor using this system which also records details of all maintenance works undertaken.

A revenue budget of £243,600 is available in 2023/24 for the maintenance of street lighting assets.

86% of the luminaires have now been converted to LED's and as a result our energy consumption has reduced by around 30% in the last 3 years and our carbon emissions have fallen accordingly. This has also resulted in a decrease in our electricity costs.

Over 30% of our street lighting columns are over their 30 year service life with 2000 columns being over 60 years old.

A programme of structural testing is due to commence in 2023/24 which will allow better prioritisation of funding so that work can be targeted towards those columns in most need of replacement.

Additional capital funding of £4.3m over 5 years from 2023/24 to 2027/28 has been secured to allow the replacement of an additional 500 columns per year along with the undergrounding of potentially dangerous overhead power lines.

This funding will also allow the replacement of the remaining lanterns with LEDs over the next 3 years.

## Traffic Signals

East Renfrewshire Council Roads Service are responsible for 34 sets of Traffic Signals and 58 Signalised Pedestrian Crossings.

The management and maintenance of traffic signals is the responsibility of Strategic Transport Services.

A contract is in place for annual inspections, fault repairs, improvements, refurbishments and for the supply/installation of equipment at new sites.

There are also 22 Zebra Crossings on the road network throughout East Renfrewshire.

Additional capital funding has been used in the last 5 years to replace the oldest of these signals/crossings and grant income has also been used to upgrade pelican crossings to puffins meaning existing equipment is in a satisfactory condition.

All sites have been converted from tungsten halogen lamps to LED's which last 10 times longer, do not require bulk changing every 6 months and consume 2/3rds less energy.

An annual revenue budget of £50k is available in 2023/24 for the maintenance of traffic signals.

The inventory of installations continues to steadily grow (typically by 2 or 3 sites per year) and the equipment becomes life-expired and require replacement after 15-20 years.

Capital funding is therefore required for the replacement of 2 signals & 3 crossings in a typical year to ensure East Renfrewshire's road network can continue to be served by a reliable, effective and efficient traffic management infrastructure. This is likely to be the subject of a future CPA bid.

## Road Gullies & Drainage Systems

It is estimated that there are over 14,400 road gullies in East Renfrewshire, the exact number is yet to be confirmed by further data collection.

All road gullies are cleaned at least once every year with many being cleaned more frequently.

An annual revenue budget of £100k is available for this gully cleansing work.

In addition an annual revenue budget of £80k is available for drainage maintenance works which is spent on the maintenance and improvement of drainage systems including cleaning of ditches and offlets on rural roads, clearing blockages and installing new gullies and associated carrier pipes.



## Traffic Signs, Bollards, Pedestrian Barrier & Road Markings

It is estimated that there are around 5000 non illuminated and 540 illuminated road signs throughout East Renfrewshire. Exact numbers are yet to be confirmed by further data collection. There are a further 50 Vehicle Activated Signs.

The number of bollards is estimated to be 515 and the length of pedestrian barrier approximately 1000m. Further data collection is required to establish exact quantities.

The quantity of road markings on the network is also yet to be confirmed.

Routine Safety Inspections identify any signs, bollards or pedestrian barrier that require maintenance as well as any road markings that require refurbishment.

An annual revenue budget of £70k is available for the maintenance of these assets.

It is recognised that there is a backlog of work required to be undertaken on road markings throughout the area but with the recent appointment of a new term contractor it is planned that this will be addressed

## Car Parks

The Roads Service are responsible for 15 car parks within East Renfrewshire and an annual revenue budget of £19,200 is allocated for this purpose.

## Bus Stops, Bus Shelters & Real Time Passenger Information Units

In East Renfrewshire we have 389 bus stops, 207 bus shelters and 24 real time passenger information units (RTPIs).

The maintenance of bus shelters and bus stops in East Renfrewshire is covered by contracts managed by Strathclyde Partnership for Transport (SPT) on behalf of the 12 authorities within the SPT area.

Recent bus infrastructure improvements have included the provision of high access kerbing to bus stops, new bus shelters and the installation of RTPIs and solar lighting at bus shelters funded by SPT capital funding.



## Winter Maintenance

In accordance with its statutory obligation under terms of the Roads (Scotland) Act 1984 East Renfrewshire Council Roads Service provides a winter maintenance service which it considers reasonable to permit the safe movement of vehicular and pedestrian traffic on public roads appropriate to the prevailing weather conditions.

Our Winter Handbook is updated annually prior to the winter season and details our policy on winter treatment priorities.

Six fixed, precautionary gritting routes covering 57% of our public road network are pre-planned to ensure that during normal winter conditions carriageways categorised as priority 1-3 and some 4-5 are treated. Under severe conditions such as heavy snowfall or freezing rain our teams may have to resort to treating the highest category routes.

Treatment of footways is subject to the availability of resources and it cannot be assumed that all or any footways will be treated whatever the weather conditions.

During the winter period from end of October to early April, duty weather controllers, supervisors and gritter drivers are appointed to a standby rota and provide 24/7 cover.

The weather controller receives detailed forecast information from our forecast provider, MetDesk and makes a treatment decision which is passed to supervisors, who then instruct our standby teams on action to be taken.

A private contractor is also employed to supplement our own resources and is responsible, under the instruction of our supervisors for treating two of our pre-planned carriageway treatment routes.

The rock salt used during our winter treatments is stored in our salt dome facility at our depot at Carnwadric Road, Thornliebank. This salt dome can hold up to 4,500t of salt and is fully restocked prior to each winter season.

346 grit bins are available throughout our road network which can be used by members of the public to treat roads not included on our treatment routes. These grit bins are replenished throughout the season when resources are available.

A revenue budget of £850k is available in 2023/24 for winter maintenance.





## Vehicles, Plant & Equipment

The Roads Service utilise the following vehicles, plant and equipment :-

Vehicle Type	Number	Depot/Office Use
Light Van	3	Depot
Light Van/Car	10 (4 leased)	Office (8 ORS, 2 STS)
Gully Emptier	1	Depot
18t Tipper Lorry	7	Depot
7.5t Tipper	3	Depot

Plant Type	Number	Hire Company
JCB 3CX	1	Brown Plant Hire
JCB 3CX Compact	1	Cleehill
Double Drum Roller	3	Cleehill
Trailers	3	Cleehill
Floorsaw	3	GAP
Hydrapack	4	GAP
Compaction Plate	6	GAP
Rammer	1	GAP
Excavator Kerb Lifter	1	GAP
2 way Traffic Signals	1	GAP
Mechanical Saw	2	GAP
Snow Plough Blades	11 (8 heavy / 3 light)	N/A - Owned
Econ Spinner	8	N/A - Owned
Footway Tractor Gritters	2 (hired for winter season)	Jarvie
Demountable Gritter Bodies	2	N/A - Owned



## 7 Revenue Budgets

With the delivery of over £1m of savings in recent years the Roads Service now has an annual revenue budget of £2.5m to spend on maintaining road assets.

The revenue budgets allocated for the maintenance of road assets in financial year 2023/24 are as follows:-

Revenue Budgets 2023/24	£
Carriageway Patching	92,000
<b>Routine Maintenance</b>	<b>1,057,300</b>
Flood Prevention	60,000
Street Lighting	243,600
Car Park Maintenance	19,200
<b>Traffic Management / Maintenance</b>	<b>150,000</b>
Structures	27,500
Winter Maintenance	850,000
<b>Total</b>	<b>2,584,600</b>

## 8 Capital Budgets

Capital funding has been approved for the renewal/ replacement of roads assets as follows:-

Capital Budgets 2023/24	£
Carriageway Resurfacing	1,100,000
Street Lighting	160,000
Bridges Refurbishment & Pointing	53,000
Bridge Inspections	21,000

Routine Maintenance	£
Potholes/Reactive Repairs	690,000
Verge Maintenance	155,300
Weed Control	32,000
Gully Emptying	100,000
Drainage	80,000
<b>Total</b>	<b>1,057,300</b>

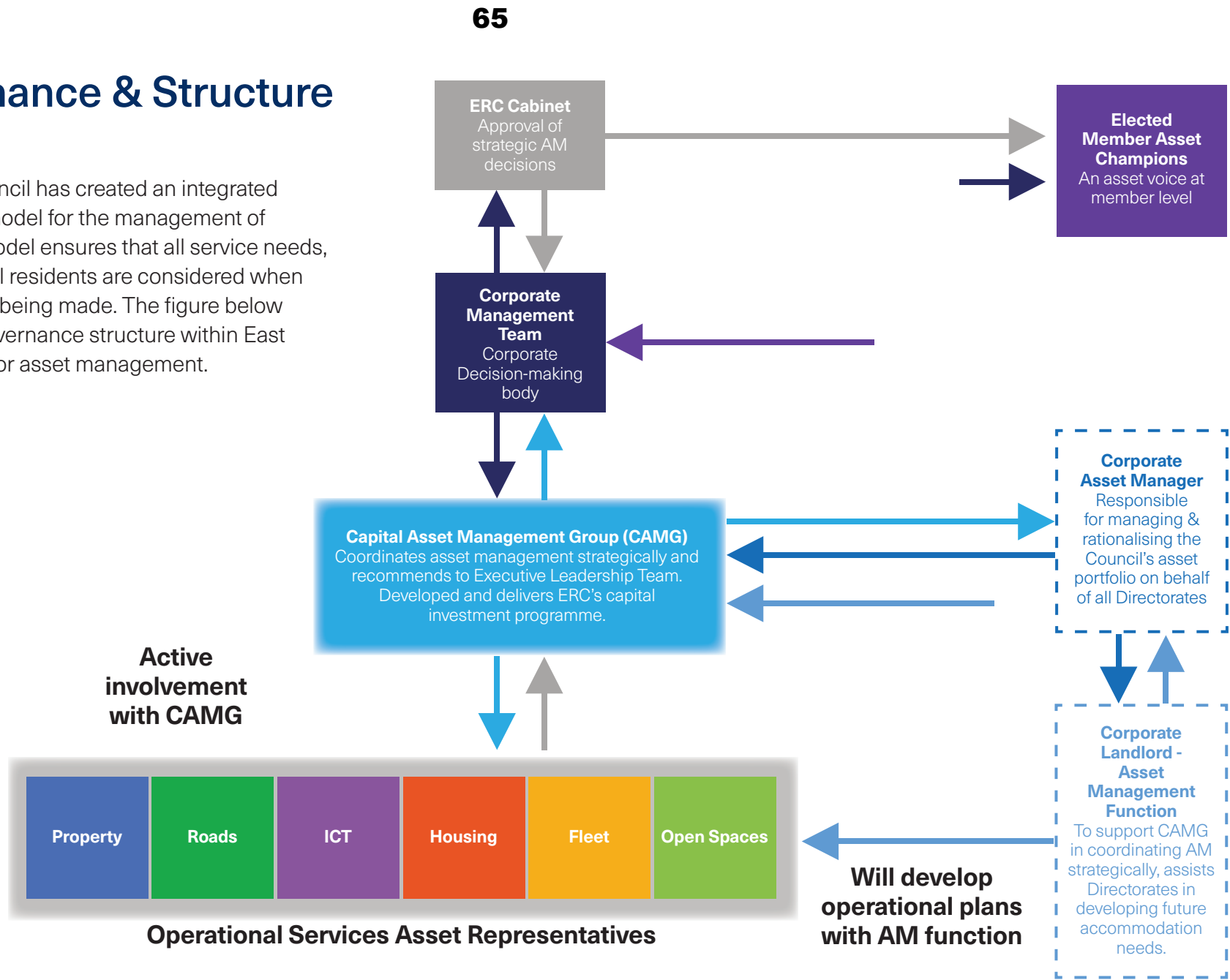
Traffic Management / Maintenance	£
Traffic Signals	50,000
Traffic Signs	35,000
Road Markings	35,000
Bollards / Pedestrian Guardrail	20,000
Vehicle Restraint Systems	10,000
<b>Total</b>	<b>150,000</b>

Additional Capital Funding	£
Carriageway & Footway Resurfacing - £3.5m per year for 5 years from 2024/25	17,500,000
Street Lighting Column & Lantern Replacement - £860k per year for 5 years from 2023/24	4,300,000



# Governance & Structure

East Renfrewshire Council has created an integrated corporate ownership model for the management of Council assets. This model ensures that all service needs, as well as those of local residents are considered when strategic decisions are being made. The figure below details the principal governance structure within East Renfrewshire Council for asset management.



## 10 Priority Actions

Ref	Asset Management Actions	Owner	Target	Comments
1A	Develop and expand WDM Asset Management System to include Structures and Watercourse Modules	Senior Asset Management Officer	September 2024	This will assist with our data management, inspection and maintenance records for our structures and watercourses (Lighting Management and Routine Maintenance Modules already used)
1B	Develop and expand WDM Asset Management System to include full Pavement Management System	Senior Asset Management Officer	September 2024	This will assist with the prioritisation of carriageway resurfacing schemes – uses RCI scanner survey results to target repairs
2A	Review of road and footway hierarchy	Senior Asset Management Officer	April 2024	Road hierarchy review complete - work will commence on the review of our footway hierarchy once newly appointed Asset Management Officer takes up post
2B	Review of Safety Inspection Frequencies	Senior Asset Management Officer	June 2024	Inspection route frequencies to be reviewed to bring them in line with SCOTS guidance
2C	Review of Safety Inspection Routes	Senior Asset Management Officer	March 2025	
3	Develop GOSS/WDM Integration Plan	Senior Asset Management Officer / Digital Customer Experience Team	July 2024	This will allow customer defects to be reported via our website direct into the WDM system and so avoid the manual inputting of data that is currently required – it will also allow automated updates on work progress to be sent to customer
4	Development of SCOTS RAMP Document	Senior Asset Management Officer	April 2026	
5	Develop & Implement Ash Dieback Action Plan in co-ordination with other affected services	Senior Asset Management Officer / Other Services	Ongoing works	Report being taken to January 2024 Cabinet

## 11 Risk Management

The Council has identified various key risks relevant to the delivery of this RAMP as shown below :-

Risk Status C/C/N (Same, Changed, New)	Risk Number	Risk (Threat/ Opportunity to achievement of business objectives)	Risk Control Measures (Mitigations) Currently In Place	Likelihood (Probability)	Impact (Severity)	Risk Score	Proposed Risk Control Measures (Mitigations)	Target for Completion	Re-Scored Likelihood (Probability)	Re-Scored Impact (Severity)	Re-Scored Risk Score	Risk Owner
	1	<b>INCIDENT RESPONSE</b> Responding to disruptive events limits the ability to carry out normal activity. Examples include Severe Winter Weather, Flooding, etc.	Civil Contingencies arrangements. Annual Winter Maintenance Plan. Business Continuity Planning. The Council utilises advance weather warnings in its escalatory planning. The Council participates in Clyde And Loch Lomond Flood Risk Management Group (CALL).	2	4	8			2	3	6	Roads Operations
	2	<b>COAL TAR IN RESURFACING PROGRAMME WORK</b> Potential Financial and Health & Safety Risks which could affect the completion of road resurfacing work and current work methods.	Consultation with other LA's and peer groups. Prior to works core testing of roads will be instigated, as well as staff being provided with additional PPE.	2	2	4			2	2	4	Roads Operations

Risk Status C/C/N (Same, Changed, New)	Risk Number	Risk (Threat/ Opportunity to achievement of business objectives)	Risk Control Measures (Mitigations) Currently In Place	Likelihood (Probability)	Impact (Severity)	Risk Score	Proposed Risk Control Measures (Mitigations)	Target for Completion	Re-Scored Likelihood (Probability)	Re-Scored Impact (Severity)	Re-Scored Risk Score	Risk Owner
	3	<b>COSTS OF MATERIALS</b> Costs for some materials have significantly risen in light of inflation.	Work within existing budgetary constraints / flexibility	3	4	12	Review of Procurement options.  Consult with Finance on increased capital requirements.		3	3	9	Roads Operations
	4	<b>MATERIALS</b> Volatile market situations can impact on the availability of key materials. For example prolonged snow limiting salt stock levels.	Changes in market forces are regularly reviewed.  Stocks are maintained with contingency levels in mind.  Contingency suppliers are considered.	2	4	8	Mutual Aid with partner agencies / neighbouring Local Authorities.  Review of Procurement Options.		2	3	6	Roads Operations
	5	<b>SKILLED STAFF</b> The Council faces significant challenges in recruiting and retaining appropriate talent for key frontline service delivery		4	3	12	Consider grades of roles relative to current market		3	3	9	Roads Operations



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