

## ANGUS COUNCIL

## INFRASTRUCTURE SERVICES COMMITTEE

19 JANUARY 2010

## SCOTTISH ROAD MAINTENANCE CONDITION SURVEY RESULTS

## REPORT BY THE DIRECTOR OF INFRASTRUCTURE SERVICES

**ABSTRACT**

This report details the Scottish Road Maintenance Condition Survey results for 2008/09 and 2009/2010.

**1 RECOMMENDATIONS**

- 1.1 It is recommended that the Committee notes the Scottish Road Maintenance Condition Survey results for 2008/09 and 2009/2010.

**2 DETAILS**

- 2.1 Members will be aware that the physical condition of a sample of the road network is surveyed annually across every local authority in Scotland, as part of the Scottish Roads Maintenance Condition Survey (SRMCS). The survey reports the road condition by a "traffic light" system, and is used to produce a Statutory Performance Indicator (SPI).
- 2.2 Report No 1007/04 presented to the Infrastructure Services Committee on 2 September 2004 detailed the principles behind the SRMCS and it is noted that the road network is categorised in to "green", "amber" or "red" where

"Green": Road is in acceptable condition.

"Amber": Road condition indicates that further investigation is needed to establish if treatment is required.

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

- 2.3 The surveys were started eight years ago although the first year was for a limited number of A class roads only. The above report noted that the SRMCS aimed to survey 100% of A class roads, 50% of B and C class roads, and 25% of unclassified roads annually. Therefore different B, C and unclassified roads are surveyed each year. The actual amount of unclassified roads actually surveyed is around 10% across Scotland. As a result previous biennial results were more comparable and a change was implemented in 2008 to move to a rolling two-year average thereby removing some of the annual variations. Further changes in the data gathering have meant that the results are not entirely backward compatible, as was reported to Committee in Report 578/08 and therefore only the last two years of results are considered directly comparable.

2.4 The results are:

	<b>Two year combined RCI (Road Condition Index) for Angus</b>	<b>Scottish Average</b>	<b>Position relative to other Scottish Local Authorities</b>
2008-09	26.6	34.2	8
2009-10	27.1	36.0	4

2.5 The new RCI (which is the sum of the amber and red percentages for the whole public road network) indicates that the road network in Angus has shown a slight decline but at a slower rate than the Scottish average and significantly slower than our peers which has seen four other authorities fall below our RCI. The Angus RCI is red 3.8% plus amber 23.3%.

2.6 The following percentages of the road network were resurfaced or received a superficial surface treatment (surface dressing or thin coat surfacing) over recent years (2009/10 figures are not yet available).

	<b>2003/04</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>
Resurfaced	1.44%	1.56%	1.67%	1.46%	1.23%	1.8%
Superficial Surface Treatment	1.98%	2.27%	2.04%	1.74%	2.56%	2.77%

2.7 Ideally and in theory roads should be resurfaced at least every 40 years for A class roads, equating to 2.5% of the road network being resurfaced every year. Surface dressing has a working life of approximately ten years and should on a similar basis therefore be carried out on 10% of the network every year.

2.8 Whilst the Roads Division maximizes the funding available for surfacing/surface dressing, the funding levels remain below that required each year to surface the network in accordance with an Economic Maintenance Roads Regime which has for several years been the target funding and detailed in Report 810/08 presented to the Infrastructure Services Committee on 26 August 2008. The amount of funding available for surfacing/surface dressing is that which is available taking account of other high priority commitments which include routine and cyclic maintenance and winter maintenance.

### 3 FINANCIAL IMPLICATIONS

3.1 There are no financial implications arising directly as a result of the recommendations contained in this report.

### 4 HUMAN RIGHTS IMPLICATIONS

4.1 There are no human rights implications arising from the proposals in this report.

### 5 EQUALITIES IMPLICATIONS

5.1 The issues contained in this Report fall within an approved category that has been confirmed as exempt from an equalities perspective.

## 6 SINGLE OUTCOME AGREEMENT

6.1 The details outlined may contribute to the following local outcomes contained within the Single Outcome Agreement for Angus.

- We live in well-designed, sustainable places where we are able to access the amenities and services we need

## 7 CONSULTATION

7.1 The Chief Executive, the Director of Corporate Services, the Head of Law and Administration and the Head of Finance have been consulted in the preparation of this report.

## 8 CONCLUSION

8.1 This report details SRMCS results with Angus Council having a total of 27.1% of its road network within the red and amber portion of the survey.

**ERIC S LOWSON  
DIRECTOR OF INFRASTRUCTURE SERVICES**

### NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No 1007/04 – Scottish Road Maintenance Condition Survey (SRMCS) Year 2 Survey Results – Infrastructure Services Committee – 2 September 2004.

Report 810/08 - Roads Infrastructure Condition - Infrastructure Services Committee on 26 August 2008.

Report 578/08 - Scottish Road Maintenance Condition Survey Results - Infrastructure Services Committee - 3 June 2008.

Roads/JG/IAC

SRMCS 09-10