

Quality and Best Value in Roads Network, Maintenance and Repairs– Updated Action Plan

<u>Rec No</u>	<u>Action</u>	<u>Level & Agreed Completion Date</u>	<u>Responsible Officer</u>	<u>Comments</u>	<u>Update at July 2015</u>	<u>Update March 2016</u>
1.	Review the classification of roads in terms of the roads hierarchy, pothole repair priorities and the inspection regime for roads to reflect the usage of the roads	2 Sept 2015	Roads Maintenance Manager	The last review in 2010 reduced the service standard for the lowest road hierarchy. This will be revisited across the 1800km network and extended as appropriate with due reference to the Code of Practice. Any policy changes will be reported to Committee with full examination of risk and savings. This will include links to Recommendation 2.	The Code of Practice is currently subject to review which is likely to result in a more risk based approach. Current considerations are that this review needs to await the revised Code which is due in November 2015. Revised timescale March 2016	Code of Practice update delayed to late 2016. Revised completion date 31 December 2016 (dependent on publication of the Code of Practice)

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2.	Consider methods for diverting heavy traffic off certain roads by prohibiting traffic or promoting weight limit restrictions	3 Sept 2015	Roads Maintenance Manager	The Roads Maintenance Manager will liaise with the Traffic Manager and local members regarding potential prohibiting use of selected road by HGVs and thereafter we will undertake consultation with the Police, Freight Transport Association and wider public. The methodology will be considered across the network.	This area is still to be examined in further details but is currently behind schedule due to staff resources. Revised timescale December 2015	Action considered in light of Road (Scotland) Act and Road Traffic Regulations. Methodology of imposing weight limits is an option noting limitations of maintaining access to businesses. Will be considered on a case by case basis in consultation with Police Scotland, local members and community as appropriate. Completed

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3.	Introduce a system whereby all council employees using Council vehicles can report road defects	3 Oct 2015	Head of Technical & Property Services	The recommendations within this report were shared in a presentation to Council Management Team in July 2014 with emphasis on this recommendation to be cascaded to all staff. In addition the development of our website and Apps will enable defects to be reported more easily. Information will be developed for drivers of council vehicles asking for their support in reporting defects.	As part of the Digital Angus reporting of road defects is being progressed as one of the top ten priorities for our website giving a wider benefit than just council employees. The launch of mobile devices for council staff in July 2015 is the first step to assist in this for employees. In the meantime employees, and customers, can continue to report via ACCESSLine, website, e-mail etc Revised timescale December 2015	“Fix My Street” has been selected as the platform to report roads defects as part of the Transforming Angus Digital project. The system is under testing and is expected to go live by March 2016. Completed

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4.	Publicise the work currently done in respect of pothole repairs and road maintenance by positively advising members of the public of the council's strategies and budgets.	2 Dec 2014	Service Manager	Information on the council's service standards, repair information and strategies will be publicised through the website and in hardcopy for customers contacting us/visiting council offices. In addition we will develop a performance reporting system for the number of potholes and the % which are repaired within our service standard.	We have developed a performance reporting system for defect repairs which is reported monthly (in arrears) to Communities Senior Management Team. The publicity aspect has been developed but is yet to be published as part of the redesigned website. Revised timescale October 2015	Publicity scripted and is to be added to website once finalised In progress Revised completion date 30 April 2016

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5.	Review the Roads Asset Management Plan to include details of road construction and other relevant roads features	3 Dec 2015	Roads Maintenance Manager	We will continue to develop the RAMP with assistance from the consultants leading the national project including capture of institutional knowledge such as construction information which will be stored using GIS where appropriate.	The RAMP continues to be developed as part of the national project which is ongoing through SCOTS. Surfacing information has been developed on our GIS mapping for areas that require specialist surfacing (antiskid; block paving etc) and we continue to gather data in our database of road resurfacing which will be added to GIS subject to resource availability. In Progress	The 2016/17 budget position will be reviewed and the balance of funding will be adjusted accordingly. In Progress Revised completion date 30 April 2016

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6.	Review how the balance of spending could be moved from reactive maintenance to preventative maintenance (including surface dressing) and the financial and risk implications in doing so.	2 Sept 2015	Service Manager	Utilising the RAMP we will look to continue maximise the preventative maintenance whilst complying with road user safety needs including taking recognisance of the potential in Recommendations 1 & 2.	Reactive maintenance demands continue and remain necessary to keep the network safe. However we have received additional capital funding of £0.5m p.a. for the next 3 years which will enable additional preventative maintenance and this has included an increase surface dressing (highest % of network surfaced dressed for over 10 years), microasphalt and retread treatments. Completed	
7.	Review processes in carrying out repairs and consider more targeted and long term solutions with a view to increasing spend on preventative maintenance and larger areas of patching.	2 March 2015	Roads Maintenance Manager	We will reconsider the current success of larger patching areas annually and balance reactive and preventative maintenance as far as practically possible.	We have seen an improvement in repairs using the revised reactive maintenance; and our targeted patching has been successful in maintaining the network. We will continue this approach. Completed	

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8.	Ensure that drainage issues are taken into account in planning maintenance and surfacing repairs to ensure underlying problems are alleviated where possible.	2 April 2015	Roads Maintenance Manager	We will continue to undertake drainage works where appropriate as independent schemes or as part of roads maintenance projects. We will prioritise and programme drainage improvements where these will reduce reactive maintenance. We will work with landowners to reduce drainage problems where practically possible.	We have continued to invest in a programme of drainage works, maintaining a capital budget of £0.54m & £0.42m in 14/15 & 15/16 respectively as well as including drainage in schemes. Completed	

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9.	Ensure that the allowed percentage of utilities reinstatements are inspected and that utilities companies are pursued in respect of reinstatements which are not carried out to a satisfactory standard.	3 Annually	Roads Maintenance Manager	We will monitor our inspection % to ensure we undertake the 10% of inspections which can be recharged, and undertake other inspections as necessary where problems are experienced. We will continue to take part in (and for 2015 lead) the national coring programme. We will report and pursue defective reinstatements by utility companies and report their performance.	<p>We will monitor fully year results and are managing progress.</p> <p>We are undertaking the coring programme and pursuing poor reinstatements.</p> <p>Action can be closed – but will be on-going.</p>	<p>Due end of March 2016</p> <p>Coring contract being awarded.</p>

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10.	Continue to support the work of the Scottish Road Works Commissioner in its consultation on utilities reinstatement.	3 As appropriate	Roads Maintenance Manager	Through our representation at national and regional liaison meetings we will continue to contribute and support the work of the SRWC including representation on working groups as resources permit.	We continue to support the work of the SRWC although the Commissioner post is currently vacant, through local, regional and national liaison and working groups. Action can be closed – but will be on-going	The SRWC is now a temporary appointment and liaison continues. As an example of ongoing works, officers have recently responded to a Scottish Ministers review of the functions of the Office of the SRWC.