

ANGUS COUNCIL

COMMUNITIES COMMITTEE

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SCOTTISH ROAD MAINTENANCE CONDITION SURVEY RESULTS AND LOCAL GOVERNMENT BENCHMARK FRAMEWORK

1. BACKGROUND

A national survey of the condition of roads in Scotland is carried out annually through SCOTS (the Society of Chief Officers for Transportation in Scotland) – the Scottish Road Maintenance Condition Survey. A sample of roads is surveyed each year so the results are averaged over a two year period to reflect this. Results are published annually for all roads authorities in Scotland.

Report No 1007/04 presented to the Infrastructure Services Committee on 2 September 2004 detailed the principles behind the SRMCS and it was 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 remedial treatment is required.

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

The surveys were started over a decade ago although the first year was for a limited number of A class roads only. The survey has developed over the intervening years with the A, B, C and part of the unclassified roads surveyed. Adjustments have been made to compensate for the variations in the statistical returns from the sample survey. The actual amount of unclassified roads surveyed is around 10% across Scotland. As a result previous biennial results were more comparable and a change was implemented this year to move to a rolling four-year average thereby removing some of the annual variations in order to dampen unrepresentative variations arising from partial coverage of the unclassified network year on year and therefore the 2011/12 results onwards are not wholly compatible with the previous years’ figures (shown in italics). Nevertheless the comparisons in year with the Scottish average/other authorities remain valid and relevant.

In addition the Local Government Benchmark Framework produce roads maintenance costs per kilometre of road. There are some issues over the production of these figures but there is a linkage between the road condition and the amount spent. However short term trends in funding, with either additional budget or reduced funding do not necessary impact on longer term road condition surveys and the figures have to be viewed over time.

2. DETAILS

The physical condition of a sample of the local, Angus road network has again been surveyed for 2015/16, 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), which is the total of the ‘red’ and ‘amber’ indicators.

The results are:

	Two year combined RCI (Red and Amber) (Road Condition Index) for Angus	Scottish Average RCI	Angus Council position relative to other Scottish Local Authorities
2008-09	26.6	34.2	8
2009-10	27.1	36.0	4
2010-11	29.4	37.9	5
2011-12	29.0	36.4	5
2012-13	27.9	36.2	6
2013-14	30.1	36.7	8
2014-15	30.1	36.3	7
2015-16	28.9	36.7	6

Angus Council's performance remains in the 1st quartile of authorities across Scotland. Overall the network condition has continued to deteriorate over the 7 years of results. The Scottish average has been fairly consistent for the last five years. From the detail breakdown of classification of Angus roads below, the condition of the C Class roads has generally improved and there has been an improvement in the A and B Class roads this year.

	A Class	B Class	C Class
2010-11	17.3	29.8	27.9
2011-12	17.9 ↑	31.0 ↑	29.8 ↑
2012-13	17.9 →	31.2 ↑	28.0 ↓
2013-14	18.5 ↑	35.3 ↑	31.6 ↑
2014-15	20.9 ↑	35.0 ↓	24.8 ↓
2015-16	19.9 ↓	32.0 ↓	27.1 ↑

The following percentages indicate the proportion of the road network which has been resurfaced or which received a superficial surface treatment (surface dressing or thin coat surfacing) over recent years.

	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16
Resurfaced	1.67%	1.46%	1.23%	1.8%	1.14%	1.58%	2.10%	1.12%	1.01%	1.34%	1.28%
Surface Treatment	2.04%	1.74%	2.56%	2.77%	2.11%	1.85%	1.87%	1.69%	1.91%	2.22%	3.16%

Ideally roads should be resurfaced at least every 40 years, 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.

Contact for further information:

Ian Cochrane, Head of Technical and Property Services

Email: CommunitiesBusinessSupport@angus.gov.uk.