

**REPORT BY THE SCRUTINY PANEL  
ON  
QUALITY AND BEST VALUE IN ROADS  
NETWORK, MAINTENANCE AND REPAIRS**



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## **EXECUTIVE SUMMARY**

This report sets out the findings of the Scrutiny Panel on Quality and Best Value Maintenance in Roads Network Repairs and Maintenance.

The findings of the panel are that the council's processes for repair and maintenance of the roads network are robust, well managed processes which uses modern techniques for carrying out repairs. The Council is performing well in terms of the Scottish Roads Maintenance Condition Survey and continues to explore new ways of dealing with roads maintenance and repair issues.

The panel has made a number of recommendations and it is intended that future reports will be brought to the Scrutiny and Audit committee regarding the progress of the recommendations.

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## **INTRODUCTION**

### **1.1 The Scrutiny Panel**

The Scrutiny and Audit Committee agreed on 13 June 2013 to establish a Scrutiny Panel to consider quality and best value in roads network maintenance and repairs. This followed criticism from members of the public, Community Councils and the press about the standards of the roads and the efficiency of repairs. There was anecdotal evidence about poor workmanship, materials and methods with short lasting repairs and patching. The Panel was established by Committee Report No 441/13 to the Scrutiny and Audit Committee on 13 August 2013 and comprised the following members:-

Councillor Bob Myles (Chair)  
Councillor Bill Bowles  
Councillor Bill Duff  
Councillor David Fairweather  
Councillor Craig Fotheringham  
Councillor Jim Houston  
Lisa Rose (Lead Officer)

(Councillor Bob Spink, Convenor of Scrutiny and Audit Committee and Janine Wilson, Chief Governance Officer attended some of the panel meetings)

### **1.2 The Remit of the Panel**

The Panel agreed that the brief for the review was to consider the following points:-

1. Clarify the current arrangements for repair and maintenance of the roads network and to consider whether the processes for planning and roads maintenance are fit for purpose.
2. Consider alternative methods and processes for roads maintenance.
3. Assess whether the current arrangements for monitoring the quality of road repairs are adequate.

## **2. CARRYING OUT THE REVIEW**

The Panel carried out a range of different activities to enable it to carry out its review.

### **2.1 Documentation**

Information was provided to members of the Panel by the Lead Officer at the commencement of the review. In addition, the Head of Technical and

Property Services was asked to provide background information regarding the current regime for maintenance in Angus, including an informal presentation to the Panel. This documentation included:-

- Audit Scotland Reports entitled "Maintaining Scotland's Roads".
- Information regarding the Council's Roads Asset Management Plan.
- Information regarding the Council's routine road maintenance regime and its approach to dealing with surface defects in the local public road network.
- Information regarding current condition of roads.
- Information regarding the internal budget in respect of roads maintenance.

## **2.2 Interviewees**

The Panel met the Head of Technical and Property Services and two officers from the Roads Service to gain a deeper understanding of the Council's processes and performance. These were a senior manager and a roads supervisor.

Members also met with the following external parties to help get a broader appreciation of the area under review:-

- The Chair of the Society of Chief Officers of Transport in Scotland (Scots)
- The Managing Director of Tayside Contracts
- Supervisor from Tayside Contracts
- A representative from an external contractor
- The area manager from the Automobile Association
- A Chief Inspector from Police Scotland

## **2.3 Site Visits**

The Panel carried out a site visits to a number of different locations to see potholes repairs and patching work being carried out and to gain an appreciation of the different techniques in operation.

## **3. Angus Council Roads Maintenance - Facts and Figures**

3.1 Angus Council is responsible for a network of roads which comprises approximately 1800 kilometres of carriageway. The road asset in Angus is

valued at approximately £1,948,000,000. The Council's roads budget for the five years from 2008/09 is as follows:-

Year	Emergency Repairs £	Programmed Patching £	Resurfacing £	Surface Dressing £	Expenditure on all surfacing & patching £
2008/09	420,557	899,409	4,532,842	539,142	6,391,950
2009/10	505,870	758,769	4,506,127	883,943	6,654,709
2010/11	624,916	772,905	4,828,887	744,659	6,981,367
2011/12	608,528	810,391	6,321,735	686,026	8,426,680
2012/13	928,299	2,032,240	4,697,103	789,565	8,447,207

- 3.2 Each year a national Scottish Roads Maintenance Condition Survey (SRMCS) is carried out by SCOTS across all 32 local authorities in Scotland. The SRMCS recently stated that 30.1% of Scottish roads are in need of investigation and/or repair. Angus Council has been between fourth and eighth best in the SRMCS results. However, it is estimated by Angus Council Roads Officers that the backlog of maintenance is valued at approximately £59 million. Currently the Roads Service has advised that they are resurfacing approximately 1.57% of roads annually which equates to resurfacing roads every 63 years. In order to maintain the network to an appropriate standard, it is estimated that each road should be resurfaced at least every 40 years.

#### 4. Causes of Road Damage

- 4.1 The Panel has learned that many of the Council's roads, particularly in rural areas are not designed to the standards which are required for modern day roads and were certainly not constructed for the type of traffic which currently use certain roads. The increase in car ownership and heavier vehicles using the roads puts significant pressure on our rural roads, particularly. Roads were not originally constructed to carry such volumes and weights. Farm machinery is also bigger and has an impact on the verges and road edges which suffer deterioration as a result of vehicles straying from the main carriageway in order to allow others to pass. Insufficient drainage causes water to have a considerable impact on the deterioration of many road surfaces.
- 4.2 Utility companies have often been criticised for excavating roads and thus causing pothole damage. Whilst it is considered by the Roads Service that in the main the repairs carried out to the network following utilities works are carried out to a high standard, each excavation introduces a weakness in the road structure and makes it more prone to pothole damage.
- 4.3 The main causes of pothole problems are as follows:- winter, where there is a continual cycle of freezing and thawing which freezes water in cracks in the road and causes further damage; road edges being overrun by vehicles; damaged drainage, particularly verge drainage; high stress areas under the

turning wheels of large vehicles; limited construction of many roads; the life expectancy of the roads exceeding the design life of the roads; large vehicles; and utility excavations.

## 5. Current Arrangements for Road Maintenance Planning and Repairs

### 5.1 Inspection Regime

5.1.1 Angus Council has a regime in place for assessing the condition of Angus Roads. The Roads Service follows the "Well Maintained Highways- Code of Practice for Highway Maintenance". This is produced by the UK Roads Liaison Group which is endorsed by national and local government organisations across the UK, including the Scottish Government and COSLA ("the Code of Practice"). The Council's policy for inspection and repairs of roads, based on the Code of Practice is contained in report 861/10 approved by the Infrastructure Services Committee on 23 November 2010 and is based on a risk management approach. The Code of Practice allows councils to determine their own intervention levels and maintenance regimes according to the following hierarchy:-

<b>Carriageways Category</b>	<b>Hierarchy Description</b>	<b>Type of Road General Description</b>	<b>Detailed Description</b>
<b>1</b>	Motorway	Limited access motorway regulations apply (we have none in Angus)	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.
<b>2</b>	Strategic Route	Trunk and some Principal "A" roads between Primary Destinations (e.g. A92 Montrose to Monifieth : A94 Forfar to Meigle)	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
<b>3a</b>	Main Distributor	Major Urban network and Inter-Primary Links. Short – medium distance traffic (e.g. A932 Forfar to Friockheim/Arbroath A928 from A90 to	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40

		Glamis)	mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
<b>3b</b>	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions (e.g. B9128 Forfar to Craichie B9134 Forfar to Aberlemno B966 Brechin to Edzell)	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built-up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.
<b>4a</b>	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions (e.g. Castle Street, Forfar, Westway, Arbroath C39 Kinnaber to Tayock)	In rural areas these roads link the smaller villages to the Distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30 mph speed limits, random pedestrian movements and uncontrolled parking.
<b>4b</b>	Local Access Road	Roads serving limited numbers of properties carrying only access traffic (e.g. U387 Nether Craig)	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban



			areas they are often residential loop roads or culs-de-sac.
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5.1.2 The Council road network is inspected by the Roads Service for public safety reasons and for the purpose of identifying specific routine maintenance needs. There are specified intervals for carrying out such inspections, as follows:-

<b>Category of Road</b>	<b>Safety Inspection Code of Practice</b>	<b>Safety Inspection Angus Council</b>
2 – Strategic Routes	Monthly	Monthly
3a – Main Distributor	Monthly	Monthly
3b – Secondary Distributor	Monthly	Monthly
4a – Link Road	3 monthly	3 monthly
4b – Local Access Road	1 year	6 monthly

It can be seen from the above table that Angus Council carries out more regular safety inspections on its Local Access Roads than is proposed in terms of the Code of Practice.

5.1.3 Two types of inspection are carried out:-

(a) Safety Inspections

These are carried out to identify those defects which constitute an immediate or imminent hazard to road users and therefore require immediate or urgent attention and also to programme short term works to less immediately hazardous defects. Additional safety inspections are undertaken in the event of reports or complaints from the police, other relevant authorities and road users.

(b) Service Inspections

Service inspections are carried out to establish programmes for those routine maintenance tasks that do not require urgent attention. Service Inspections are carried out to identify works programmes on a once per year basis for structural maintenance works to Strategic Routes, Main Distributors, Secondary Distributors and Link Roads; and less frequently approximately once per five year basis for Local Access Roads. Service inspections may be by the annual Scottish Roads Maintenance Condition Survey as well as more traditional manual inspections.

5.1.4 Programming of structural maintenance works is done on a prioritisation system. The system identifies the priority schemes which will be included in future works programmes allowing for financial and external factors.

5.1.5 The Code of Practice establishes a risk assessment approach to defect repair. It suggests that the size or magnitude of a defect (e.g. size of a pothole) is assessed with the probability of an incident occurring and the impact of that incident. Thus a pothole on a high speed, heavily trafficked strategic road is a higher risk than the same size pothole on a low speed, lightly used residential road. The Code of Practice gives flexibility to roads authorities as to how they prioritise such defects for repair. Angus Council divides its defects into 5 Categories:-

Category	Nature of defect and timescale for repair
Emergency	These present an immediate danger and require prompt attention. These defects should be isolated from road users at the time of inspection. The roads officer identifying the defect will not leave the site until an emergency repair has been effected
Category 1	Require prompt attention because they represent an imminent hazard or because there is a risk of short term deterioration. Repairs must be carried out within 24 hours. Temporary repairs may be necessary due to weather conditions. Further permanent repairs may be required
Category 2 and 3	Those which are not Category 1 but involve a risk of structural deterioration or development into a Category 1 defect prior to the next safety inspection; those which constitute a reduction in safety, level of service or amenity and which constitute an environmental threat.  Defects repaired within planned maintenance programmes but no later than 5 days for Category 2 and no later than 28 working days for Category 3 from the date the defect is identified.
Category 4	Defects which do not constitute a reduction in safety, level of service or amenity but involve longer term risk of structural deterioration or deterioration to Category 1, 2 or 3 repair. No time limit for rectification but shall be taken into account in planned maintenance programmes.

## 6. Current Arrangements for Road Maintenance Planning and Repairs The Panel Findings

6.1 The inspection regime ensures that repairs are carried out on an assessment of urgency and provides a robust defence against claims for damage caused to vehicles. Anecdotally there is still limited customer satisfaction regarding pothole damage and there are numerous complaints in the press and to elected members regarding damage caused to vehicles as a result of pothole damage. This is not necessarily borne out, however, by responses from customers to questionnaires or with regard to the number of claims which Angus Council receives.

6.2 In the citizen panel surveys, respondents are asked how satisfied they were with the condition of roads, pavements and street lighting. In 2011, 88% advised that they were either fairly satisfied or very satisfied with the condition and in 2013 there has been a slight decrease to 79%. However, this is still a very high figure.

6.3 The number of claims for damage caused by road defects submitted to the Council in the last three years are as follows:-

2010/11	119
2011/12	75
2012/13	195

The amounts paid out following such claims were

2010/11	£1077.42
2011/12	£127.98
2012/13	£1368.63*

(\*There are still some outstanding claims for this year which are being dealt with by the council's insurers)

6.4 Therefore, the Council's procedures do in fact demonstrate a reasonably high level of customer satisfaction and a robust defence of claims.

6.5 As part of the interview process, Police Scotland advised that they did not consider potholes to be a significant factor in collisions on Angus Roads. Police Scotland also confirmed that they were not aware that the roads condition was causing significant damage to their vehicles. The Council and Police Scotland are part of a local coordinating group which meets regularly to identify any network issues. Police Scotland confirmed that this is a very good forum and works well in Angus.

6.6 The representative from the Automobile Association (AA) advised the Panel that there is a perception that repairs are carried out in a temporary fashion. There is some evidence that there is an increase in damage to vehicle suspension but it is not clear whether this is as a result of potholes or hitting kerbs. Also, changes in car design could be a factor. However, local AA employees have described some Angus roads as "shocking". However, this is anecdotal evidence.

6.7 It is noted, therefore, that whilst there are press reports and a significant number of claims, these are not considerable and the panel has considered whether the Council's current inspection regime should be reviewed, coupled with positive communication to members of the public as to what work is actually being carried out on the roads.

6.8 The panel members also considered whether the Council should increase its risk appetite in terms of carrying out less pothole repairs and consider whether weight limits should be placed on certain rural roads or through traffic

prohibited so as to divert certain vehicles away from less suitable roads. This would allow more expenditure of the more significantly used routes.

- 6.9 The panel suggested that there is a role for all council drivers to have a straightforward process for reporting potholes to the roads division and that reporting should be encouraged by all employees.

## **7. Repair Techniques and Standard of Repairs**

- 7.1 The roads officers advised that they are required to ensure that potholes can be filled within the timescales stated in the policy and therefore various arrangements are in place to ensure that potholes are filled timeously and with the best materials and solutions possible. Contracts are in place with a number of contractors for carrying out Category 2 and Category 3 repairs. The type of repairs carried out is determined by the roads service.
- 7.2 Emergency and Category 1 pothole repairs are carried out by Tayside Contracts. Due to the urgent nature of these repairs, sometimes these repairs have to be carried out with cold set material (material which designed for pothole repairs and tested to BBA standards rather than traditional hot bitumen material), for example, if the repairs have to be carried out when quarries are closed or if the weather is such that a better repair cannot be effected. These repairs are often perceived by the public as “temporary” and ineffective. However, due to the requirements of the inspection regime to fill these potholes urgently, often this is the best that can be achieved in the timescale to ensure that the hazard is dealt with appropriately.
- 7.3 The roads officers advised the panel that there is no one single solution to repairing potholes. However, the best solution for pothole repairs is to repair the pothole with hot material and this is being done whenever possible, by sealing the hole and filling with a hot material and sealing the surface with bitumen. Alternatively, for larger areas and where the construction of the road allows, planning out a patch of the surface and filling with hot material. The roads division has recently deployed the use of “hot boxes” to deliver hot material to the site. This ensures that the material is kept at a very hot temperature for the whole day which means that repairs are being carried out to a much higher standard than was previously possible. This technique is being used extensively in Angus on A and B class roads (hierarchy 2,3a and 3b). Officers from the roads service, Tayside Contracts and the external contractor interviewed by the Panel consider that this is a significantly better type of repair than would have been carried out in previous years, albeit it is more expensive than traditional methods used. The reason for the added expense is that a much larger team is required to effect the repair and traffic management is required. The roads supervisor who attended the Panel advised that he considers this is the best solution and we are maintaining the high standard of our A class roads (currently Angus has the best performance in terms of the SRMCS in Scotland).

- 7.4 The Roads Service has also made use of infrared patching and various other proprietary techniques and these are kept constantly under review.
- 7.5 The Roads Division and Tayside Contracts hold regular meetings and are endeavouring to increase the standard of repairs. Tayside Contracts has a detailed training plan to try to ensure that a good standard of repair is achieved by all of its employees. Tayside Contracts are striving to do the job correctly the first time. Angus Council Roads Inspectors do not actively monitor every job which is done by Tayside Contracts but there has been a programme of joint inspections to try to increase standards.
- 7.6 Contractors are monitored by the local roads inspectors to ensure that the standard of workmanship is acceptable to the council. There is a limited inspection regime, however. There is a balance to be struck between checking each stage of each repair and allowing contractors to carry out their job. In addition, there is not sufficient resources to carry out more detailed inspections on each repair. However, roads supervisors do meet potholing repair squads each day, inspect some samples of works each day and consider that the standard of repairs is generally good.
- 7.7 In addition Angus Council senior officers meet with Tayside Contracts every three months to discuss roads network issues and to share best practice and ideas. The Head of Technical and Property Services chairs a group with Tayside Contracts, Angus Council, Dundee City Council and Perth and Kinross Council looking at roads maintenance strategies and sharing ideas and techniques.
- 7.8 Officers from Roads are active members of SCOTS and support the recommendations of the National Road Maintenance Review and The Highway Maintenance Efficiency Programme published "Prevention Is Better than Cure" reports in trying to improve the conditions of our roads network.

## **8. Repair Techniques and Standard of Repairs**

### **The Panel Findings**

- 8.1 With regard to the repair techniques being used, the representative from SCOTS advised the panel that all local authorities are using similar techniques for carrying out pothole repairs and information is shared regarding techniques across all authorities. It is considered that the hot box technology is currently the best solution for permanent filling of potholes. New techniques are always being looked at by the Scottish Roads Research Board with information being sought from other countries, where appropriate. The Research Board is a partnership between Transport Scotland, the Society of Chief Officers of Transport in Scotland and the Scottish Road Works Commissioner. This information is shared with local authorities so that they are all aware of best practice or new techniques which are being trialled.
- 8.2 It was also emphasised by the interviewees from the roads service, SCOTS and Tayside Contracts and the external contractor that in order to improve the overall condition of the roads network, it is necessary to improve drainage

and construction on roads, particularly rural roads. The external contractor felt that by repairing potholes we are not dealing with the underlying problems but rather, treating the immediate problem when we should be looking for a long term solution. He considered that by filling in individual potholes where the rest of the road is in a poor condition, his staff would be back at the site within weeks to repair further defects. The external contractor suggested that we should be looking at solutions involving larger patching of repairs rather than single potholes. Whilst these would be more expensive, as a larger area is being filled, this could be cost effective in the long run.

8.3 All interviewees agreed that the main concern on rural roads is the lack of proper construction on the roads and ineffective drainage. The external contractor proposed that consideration be given to putting in French drains at all times when resurfacing work is carried out to prolong the life of the road. Officers from roads have confirmed that this is done where appropriate when resurfacing is carried out.

8.4 The Panel heard from the Roads Service that a Roads Asset Management Plan (RAMP) has been developed by the Roads Service, as recommended by Audit Scotland in its reports "Maintaining Scotland's Roads". The Council's RAMP contains a valuation of the roads assets descriptions, community requirements, level of service, lifecycle plans for carriageways, future demands, financial and risk summaries and an Improvement Plan. (Report 680/11 approved by Angus Council on 11 October 2011). The current RAMP is due to be reviewed in Autumn 2014.

The Panel heard from SCOTS that other local authorities have included more detailed information in their RAMPs regarding the structure of roads and the location of drains, gulleys etc. This information is not contained within the Angus RAMP. The information which relates to the construction and location of roads drains and service tends to be known to local roads supervisors. The Panel consider that from a business continuity perspective, a written record of the structure of all roads in Angus should be prepared. It is accepted that this would take resource and considerable time to develop fully.

8.5 The Panel also considered that more targeted and long term solutions should be examined, rather than continuing to carry out numerous pothole repairs on the same road. It was accepted by the panel that often the pothole repair is up to an extremely high standard but the rest of the road is deteriorating and therefore more potholes still occur. The panel accepted that in the main, pothole repairs are not failing, unless temporary repairs have to be effected in an emergency but usually it is the underlying structure or drainage situation causes continuing difficulties.

8.6 The Panel was satisfied that the monitoring arrangements for the Council's contractors were satisfactory.

## **9. Utilities Works**

- 9.1 The Panel was concerned that utilities works might be causing damage to the roads networks. The Roads Service advised that in general the standard of repair to utilities excavations is good and that the reinstatements themselves are not necessarily the main cause of increased potholes. The problems occur because the integrity of the road structure has been damaged and as a result potholes occur, no matter how good the reinstatement has been.
- 9.2 The Panel heard that the roads authority is entitled to carry out inspection on 10% of reinstatements by utilities and that utilities have to achieve a 90% satisfaction rate.
- 9.3 It was noted by the Panel that the Scottish Road Works Commissioner (SRWC) has recently completed a report regarding long terms damage caused by utilities repairs which determined that utilities works do cause such long term damage and recommends that greater care and supervision is needed in the construction of reinstatement edge joints. SRWC is currently undertaking a consultation regarding the possibility of imposing levies on utilities for causing long term damage to the roads network. The SRWC is to ask for further evidence on this matter. The consultation is also looking at extending the guarantee currently provided by utilities with regard to reinstatement works.

## **10. Utilities Works The Panel Findings**

- 10.1 There is certainly a public perception that continual utilities operations damage the roads network. The Panel noted the utilities monitoring and inspection regime and consider that the Council should carry out the full number of inspections which it is entitled to do and vigorously pursue utilities for reinstatements where these are not carried out correctly.
- 10.2 The Panel noted the ongoing work by the Scottish Road Works Commissioner and looks forward to the outcome of the consultation.

## **11. Panel Conclusions Summary and Recommendations**

- 11.1 The overwhelming view of the panel is that the maintenance and repair of the roads network is being carried out to the best of the Council's ability, within the current budgetary restraints and in accordance with approved policy and guidance. The Panel also notes that the Council cannot spend a sufficient amount of money on roads maintenance to keep them all in top condition. However, the outcome that the Panel would like to achieve is that there is a greater proportion of the available roads maintenance budget spent on planned rather than unplanned maintenance.
- 11.2 Roads officers are professional, active in their professional network and are using the best and up to date techniques to tackle problems.

- 11.3 The amount paid out to claimants for damage caused as a result of the condition of the roads is very small. There appears to be an opportunity for the council to review its risk appetite. The Panel is concerned that a significant amount of money is being spent on pothole repairs which do not resolve underlying problems with the roads network. The Panel recommends that a review is carried out of the roads hierarchy; the pothole repair priorities; and the inspection regime set out in section 5 above, with a view to establishing whether more of the budget could be directed towards resurfacing repairs and less to pothole repairs. In addition, consideration should be given as to whether weight limits or warnings could be placed on certain rural roads perhaps with prohibitions on through traffic to try to deflect traffic from unsuitable routes and therefore to allow more expenditure on the most used routes.

**Recommendation 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. This may include carrying out fewer inspections/ repairs on less strategic routes.**

**Recommendation 2- Consider methods for diverting heavy traffic off certain roads by prohibiting traffic or promoting weight limit restrictions.**

**Recommendation 3- Introduce a system whereby all council employees using Council vehicles can report road defects.**

- 11.5 The Panel considers that more work can be done to educate and inform members of the public as to the budgetary constraints under which the council is operating and the inability to repair all affected areas. Members of the public should be informed of strategies being employed to obtain best value for the people of Angus, whilst accepting that some routes may not be repaired as frequently.

**Recommendation 4- Publicise the work done by the Council in respect of pothole repairs and road maintenance by positively advising members of the public of the council's strategies and budgets.**

- 11.6 The Panel consider that there is a considerable amount of local roads information held by local roads supervisors and not necessarily documented. The Panel recommend that the RAMP is reviewed and over time, full details of the structure of the roads in Angus is documented and included within the RAMP.

**Recommendation 5- Review the Roads Asset Management Plan to include details of road construction and other relevant roads features.**

- 11.7 The Panel also considered that more targeted and long term solutions should be examined, including the installation of drainage or drainage repairs rather than continuing to carry out numerous pothole repairs on the same road.

**Recommendation 6- Officers should 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.**

**Recommendation 7- Review processes in carrying out repairs and consider more targeted and long term solutions by carrying out larger areas of patching.**

**Recommendation 8- Ensure that drainage issues are taken into account in planning maintenance and resurfacing schemes to ensure underlying problems are alleviated where possible.**

- 11.8 The Panel notes the position regarding utilities reinstatement but would like to see all monitoring which the council is entitled to do being carried out and reinstatement works being pursued. In addition, the Panel asks that all necessary support is provided by Angus Council in response to the current work being undertaken by the Scottish Road Works Commissioner.

**Recommendation 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.**

**Recommendation 10- continue to support the work of the Scottish Road Works Commissioner in its consultation on utilities reinstatement.**

- 11.9 The summary and recommendations detailed in this section have been translated into an action plan attached as appendix to this report.

## APPENDIX

<u>Rec No</u>	<u>Action</u>	<u>Level</u>	<u>Responsible Officer</u>	<u>Agreed Y/N</u>	<u>Comments</u>	<u>Agreed Completion Date</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				
2.	Consider methods for diverting heavy traffic off certain roads by prohibiting traffic or promoting weight limit restrictions	3				
3.	Introduce a system whereby all council employees using Council vehicles can report road defects	3				
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				
5.	Review the Roads Asset Management Plan to include details of road construction and other relevant roads features	3				
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				

<u>Rec No</u>	<u>Action</u>	<u>Level</u>	<u>Responsible Officer</u>	<u>Agreed Y/N</u>	<u>Comments</u>	<u>Agreed Completion Date</u>
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				
8.	Ensure that drainage issues are taken into account in planning maintenance and surfacing repairs to ensure underlying problems are alleviated where possible.	2				
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				
10.	Continue to support the work of the Scottish Road Works Commissioner in its consultation on utilities reinstatement.	3				