

Report To:	Environment & Regeneration Committee	Date:	7 June 2012
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	SCC/ENV/IM/12.123
Contact Officer:	Robert Graham	Contact No:	714827
Subject:	Roads Asset Management Plan		

1.0 PURPOSE

1.1 The purpose of this report is to update Committee on the progress and development of the Roads Asset Management Plan (RAMP).

2.0 SUMMARY

2.1 The report details the primary investment areas that are being developed within the RAMP.

2.2 The RAMP will provide options in terms of investment to address the backlog of maintenance with options on the period of time over which the investment could be spread. In addition the RAMP will provide details of the investment required to maintain the Roads assets in a steady state for the future.

2.3 Previous RAMP assessments reported to Committee provided details on the backlog and cost to maintain carriageways only. The current work being undertaken will report on the four main investment areas, carriageways, footways, street lighting and structures.

2.4 A detailed report including investment options will be submitted for Members consideration at the next scheduled meeting of the Committee.

3.0 RECOMMENDATIONS

3.1 That Committee note the progress and development of the Roads Asset Management Plan.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

Long Term Investment

4.1 It was approved at the Safe, Sustainable Communities Committee on 25 October 2011 that the Head of Environmental and Commercial Services would submit for approval to a future Committee a long term investment plan for the roads network and associated infrastructure.

4.2 Approval was also given to appoint Exp Consulting to complete the Roads Asset Management Plan (RAMP) which would be used to develop a long term investment plan as referred to in 4.1 above.

4.3 Carriageways

The current review involves detailed analysis of the road condition survey data information and applying various models and options to address the maintenance backlog.

Options currently being studied include investment to maintain a steady state. This would not address the backlog of maintenance, identified in the road condition survey, required to improve the carriageways but would maintain the assets in their current condition without further deterioration.

The modelling will also address the investment required to eliminate the backlog of maintenance with options covering a 5, 10 and 20 year period.

4.4 Footways

The current review involves looking at the footway condition survey data information and applying various models to address the backlog of maintenance.

Options as stated above will include investment to maintain a steady state and the investment required to eliminate the backlog of maintenance over a 5, 10 and 20 year period.

4.5 Street Lighting

The review has identified that there are currently around 3,600 lighting columns within Inverclyde that have exceeded their expected service life (ESL). Projections indicate that with the current level of investment this will rise to 4,800 within 5 years.

The models being looked at to rectify this situation include, but are not limited to, a high level of investment over a 5 year period and a steady state investment thereafter.

4.6 Structures

Inverclyde has around 86 roads structures, excluding retaining walls, which are being addressed as part of the RAMP.

These structures consist of a variety of materials, designs and functions and therefore applying single modelling techniques is not always appropriate for these assets.

In some instances a relatively low level of investment is required to extend the life of some of the assets whereas in the case of a bridge replacement a high level of investment will be required over a short period.

Options on the investment required to eliminate the backlog of maintenance on structures is being looked at over a 5, 10 and 20 investment period as well as the funding required to maintain these structures in a steady state for the future.

4.7 As indicated in paragraph 2.3 of this report, the RAMP assessments previously reported to Committee provided details on the backlog and cost to maintain carriageways only. The RAMP report which will be submitted for Members consideration at the next scheduled meeting of the Committee will detail investment options, which will show a significant increase in figures quoted previously as it will now include footways, street lighting and structures as well as carriageways. A detailed breakdown of the investment will be provided for each area.

5.0 CONSULTATIONS

5.1 Financial Services –

Members are asked to note that this is a progress report and therefore there are no financial implications at this time.

Cost Centre	Budget Heading	Budget Year	Proposed spend This Report	Virement From	Other Comments
N/A	N/A	N/A	N/A	N/A	N/A

Financial Services – Annually Recurring Costs / (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From	Other Comments
N/A	N/A	N/A	N/A	N/A	N/A

5.2 The Head of Legal and Democratic Services has been consulted with regard to the content of this report.

5.3 The Chief Financial Officer has been consulted on this report.