

Appendix 1 – Roads Asset Management Plan (RAMP)



ROADS ASSET MANAGEMENT PLAN (RAMP)

Author	Roads Performance Manager
Owner	Head of Roads & Amenity Services
Date	June 2017
Version	2.0



Road Asset Management Plan

Foreword



CONTENTS

Page 4	Introduction
Page 6	Inventory Data
Page 9	Customer Expectations
Page 10	Asset Valuation
Page 13	Hierarchy
Page 15	Service Standards
Page 18	RCI
Page 19	Budget Allocation
Page 20	Financial Summary
Page 21	Programme of works
Page 22	Conclusions and Recommendations



Road Asset Management Plan

INTRODUCTION

The Road Asset Management Plan (RAMP) records the Council's plans for the maintenance of the road asset. The plan aims to improve how the road asset is managed and enable best value for money. It is essential that an affordable level of investment is put into the roads network to maintain and improve this vital asset of the council. The "roads asset" comprises of carriageways, footways, structures, street lighting, traffic management systems and street furniture.

The RAMP has been produced in accordance with national guidance and recommended good practice, developed through the Society of Chief Officers for Transportation in Scotland (SCOTS). It is part of a suite of documents required by SCOTS with other key documents being the Roads Maintenance Manual and the ASOR (Annual Status and Options Report)

The purpose of the RAMP:

- To formalise strategies for investment in Road Asset groups

- To define service standards

- To identify and take account of the needs of road users and stakeholders



Road Asset Management Plan

Service Standards

This plan is based upon delivering service standards to each asset type. This will be the levels of service that our communities can expect to be delivered over the plan period. Defining appropriate service standards is a key function of good asset management and facilitates better planning of necessary maintenance works to make best use of available resources and help reduce peak demands on limited resources.

Establishing target levels of service requires some basic information

Activity to be targeted – For example, patching, gully maintenance

Asset inventory – if available

Target level of service – this is the desired frequency of service

Maintenance cost – the cost for a single service event per unit of measure

Activity budget – the funding allocation for the activity code

By using the available data the target level of service can be established so that a physical quantity of works, based on a standard unit of measure can be determined



Road Asset Management Plan

Intervention Levels and Response Time for Defects

Category 1: represent a high risk to road users and should be corrected or made safe at the time of inspection, if reasonably practicable. If it is not possible to correct or make safe the defect at the time of inspection, emergency repairs to make safe should be carried out within 36 hours.

Category 2: repair within 7 calendar days allowing a more proactive approach to be adopted for those defects that represent a medium risk to road users or because there is risk of short term structural deterioration.

The table below details the number of category 1 and 2 defects identified in Argyll and Bute and reported to APSE/ SCOTS since 2010/11. The graph shows a general downward trend 2012 - 2015, indicating less reactive maintenance being required however there was a slight increase in the category 1 and 2 defects identified/recorded in 2015/16.



Road Asset Management Plan

Performance Indicators from SCOTS Comparison Report (Society of Chief Officers of Transportation in Scotland)

SERVICE	Measured By	Performance	
		2011/12	2015/16
Carriageways			
Safety	Percentage of Cat 1 defects made safe within response times	75.08%	93.21%
	Percentage of safety inspections completed on time	63.75%	85.25%
Condition	Percentage of all roads to be considered for maintenance treatment	58.81%	57.7%
	Percentage of "A" Class roads to be considered for maintenance treatment	47.66%	44.5%
	Percentage of "B" Class roads to be considered for maintenance treatment	67.42%	65.0%
	Percentage of "C" Class roads to be considered for maintenance treatment	64.77%	62.6%
	Percentage of unclassified, non-principal roads network where maintenance should be considered	56.54%	58.6%
	Percentage of carriageway length treated	6.08%	3.61%

Service	Measured by	Performance	
Street Lighting		2011/12	2015/16
	Percentage of repairs within 7 days	96.9%	89.4%

Structures		2011/12	2015/16
Condition	No of Council owned bridges failing assessment	16	28
	No of Council bridges weight restricted (excluding acceptable weight restrictions)	12	10
	Bridge Stock Condition Indicator (An alternative method is used to assess the condition of our bridges)	92%	89.04%

Performance indicator data is collected for the annual SCOTS/APSE performance return. These indicators are collected across Scottish and Welsh authorities and can be used for comparison or benchmarking purposes. The Council also operates a system called Pyramid which enables local indicators to be developed for use by the authority. Presented on scorecards for the service and for each area, these are scrutinised by councillors and senior management on a quarterly basis.

RCI



Road Asset Management Plan

Asset management planning includes making informed budgetary decisions taking into account the strategic options presented.

Noted that the Audit Scotland report identifies Argyll and Bute Council as the fifth most improved and one of the fastest improving councils due to our increased investment in roads maintenance, while (at the time of writing the report in August 2016) ranking roads condition in the area lowest in Scotland

The results of the RCI survey are used to classify roads into 3 categories:

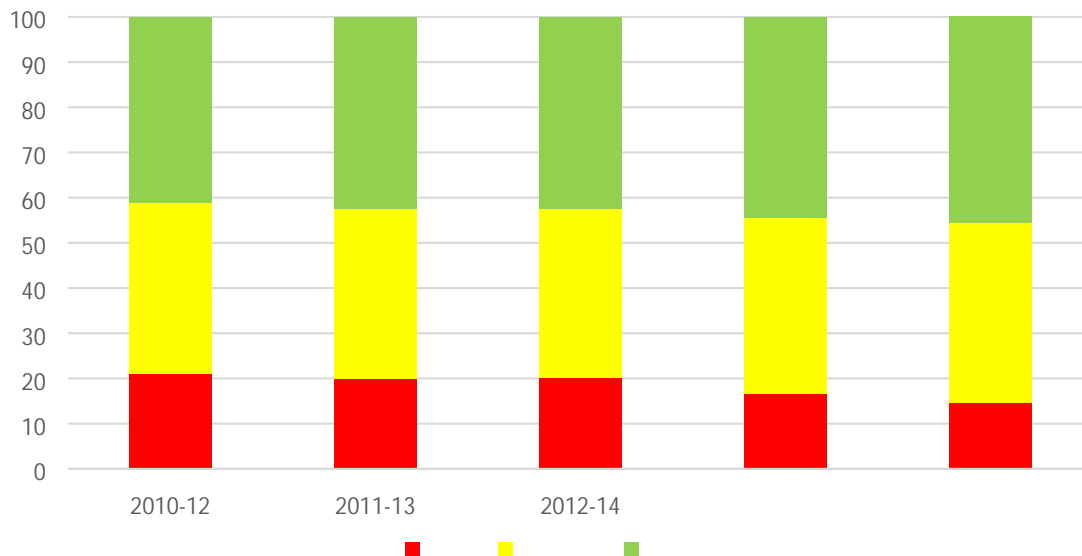
GREEN - roads are in acceptable condition.

AMBER - some deterioration is apparent on the roads and should be investigated to determine the best time to carry out planned maintenance treatment.

RED – roads are in poor condition and are likely to require repairs within one year.

Road Condition Survey results for Argyll and Bute from 2009 – 2016 are shown below. Argyll and Bute roads do not score well against the national road condition survey which produces the Road Condition Index. The national survey is not designed to assess peat roads which reduce the Council's score.

Road Condition Index survey results 2010-2016





Road Asset Management Plan

Conclusions and Recommendations

This Road Asset Management Plan offers a consistent approach for council to manage the road assets in relation to carriageways, footway, structures, street lighting and traffic management system. This includes:

Focussing on the condition of the network taking into account the hierarchy