Draft for Consultation

East Lothian Council

Road Asset Management Plan

RAMP DRAFT

2018 - 2024

Foreword

This plan sets out the council's plans for the management of the council's road asset for the next 6 years and beyond. It has been produced in accordance with national guidance and recommended good practices.

It is widely recognised that the application of modern asset management practices can enable improved value for money. In these challenging times is it essential that the council embraces these methods and strives to ensure that every penny spent is invested as wisely as possible. This plan forms an important part of the council's commitment to apply good asset management to roads.

The plan recognises the views of road users and residents and in particular the importance that is placed upon our road assets. Recent harsh winters have shown that our roads are susceptible to damage when bad weather occurs. It is essential that an appropriate level of investment is put into the road network to maintain and ultimately improve one of the main principles of the council, that of the economic wellbeing of the locality.

Councillor Signature

Councillor X
Cabinet Member Roads

1. Introduction

1.1 Overview

This plan sets out the council's plans for the council's road assets for the period 2018-2021.

The **Road Asset Management Plan (RAMP)** records the Council's plans for the maintenance of the "Road Asset" which comprises of carriageways, footways, structures, street lighting, traffic management and street furniture.

1.2 Purpose

The purpose of the **RAMP** is to:

- Formalise strategies for investment in road asset groups
- Define service standards

The plan aims to improve how the road asset is managed and to enable a better value for money roads service to be delivered.

1.3 RAMP and Other Plans

The RAMP relates to other council plans as illustrated below:

1.4 Annual Cycle of Asset Management Planning

The following documents form the Asset Management planning processes and strategies based on valuations and analysis.

Asset Management Policy Statement – formally confirms the council's commitment to applying asset management systems to manage Road Assets and reporting achievements and performance annually;

Data Management Plan – records how the Council manages relevant Asset data;

Asset Valuation Report – details the results of the latest asset valuation;

Performance Indicator Return – provides results on the Council's performance against set service standards (spreadsheet);

Maintenance Manual – records the methods used to manage the road assets. It defines inspection information, categories and priorities of reactive repairs, conditions, materials, internal processes etc.;

Annual Status and Options Report (ASOR) – summarises the status of each asset group in terms of its condition, compliance with meeting repair standards, etc. It also describes the result of the previous year's investment in terms of meeting the target service standards;

Annual Programme – includes identified schemes, Road Assets to be improved etc. over a period of 3 years.

Annual Task Updating Programme													
Task	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**
Annual Policy Review													
Data Assessment													
Asset Valuation													
Collation of Performance Information													
Maintenance Manual Update													
Annual Status and Options Report													
Asset Management Plan Update													
Works Programme													

2. Road Assets

2.1 Road Assets Covered by the RAMP

Carriageways - 921 km

Footways & Cycleways - 481 km

Vehicle Info Signs

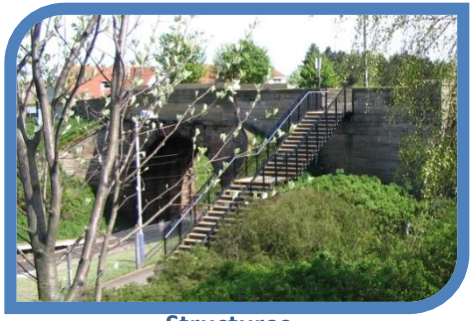
Road Markings

Pedestrian Barriers

Road Related Verges, Service Strips, Swales & other soft landscapes areas

Illuminated Signs

Weather Station



Structures
374 Road Bridges & Culverts

Bus Shelters

East Lothian Council

Road Assets Covered by the RAMP

Non Illuminated Signs

Road Drainage Infrastructure

Grit Bins

Non Illuminated Bollards

Street Lighting
17,956 Lighting Columns

Traffic Management Systems
82 Signalised Junctions & Pedestrian Crossings

2.2 Road Assets Not Covered by the RAMP

The RAMP only covers the Council assets that are maintained by the Road Services Unit and are directly linked to the road network.

There are a number of road assets that are owned by the Council but are the responsibility of other Council departments and therefore are not covered in this RAMP.

These include:

- Pay and display car parks (except for the equipment)
- Public Rights of Way – landscape and countryside

Other Assets have been specifically excluded from this plan, due to being privately owned, or not being directly linked to the road network.

These include:

- **Private Roads** – the Council may provide street lighting, and services in the advent of emergencies.
- **Private Bridges**
- **Council owned bridges**, not on or crossing the road network.
- **Decorative, seasonal lighting**
- **Water related infrastructure** that does not form part of the road network
- Assets relating to the other five key areas of Council asset ownership (e.g. Buildings and Property, Council Housing, Open Space, Vehicle Fleet and Information and Communications Technology)

2.3 Inventory Data

The RAMP is based on the Council's current inventory data for minor Road Assets, (i.e. carriageway, footway, structures, street lighting, traffic signals and street furniture) which was first collected in 1996 and has been partially updated since then. Where more accurate information is available this will be used for the statistical purposes of the Plan and will be noted accordingly.

A plan to update the asset data forms part of the Council's Road Asset Data Management Plan.

3. Customer Expectations

3.1 Citizens' Panel

The East Lothian Partnership set up a Citizens' Panel in summer 2014 to help gather the views of a cross section of East Lothian's population on a regular basis. Panel members are asked to share their views on issues such as quality of life, safety, health and wellbeing, as well as on their satisfaction with public services. The information gathered is used to help public sector organisations such as the Council, the NHS and the Police to plan and make improvements to the services they provide locally.

Currently the Panel has around 1,200 members, although not all of them are active. The data collected via the Panel may be weighted to help ensure that it is as representative of the East Lothian adult population as possible.

Services requiring improvement in your neighbourhood (up to 5 choices)		
Category	**Summer 2015**	
Roads and pavement repairs	331	53%
Activities for teenagers	208	34%
Shopping facilities	198	32%
Jobs for local people	195	31%
Clean streets	184	30%
The level of traffic congestion	182	29%
Public transport	164	27%
Care of older people	151	24%
Health services	151	24%
Sense of community	131	21%
Affordable decent housing	127	20%
Facilities for young children	125	20%
Wage levels and local cost of living	105	17%
The level of crime	77	12%
None of these	8	1%
Other (please specify)	59	10%

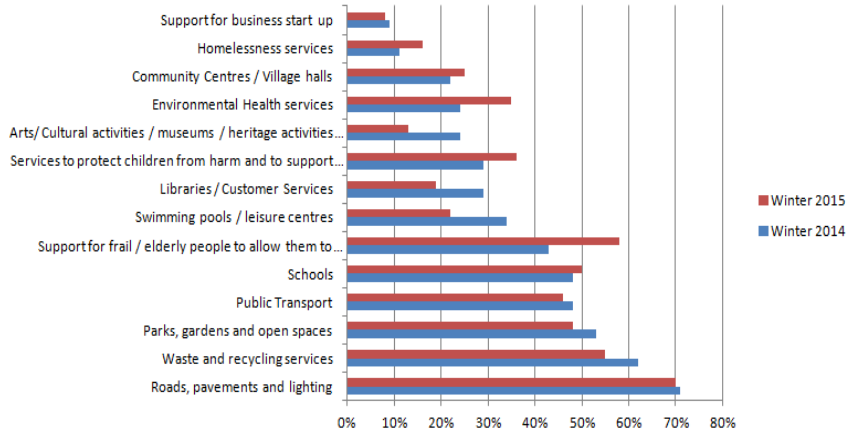
Roads related services provided by East Lothian Council, please indicate which services are most important to you (tick up to 5 options)				
Category	Winter 2014		Winter 2015	
Roads, pavements and lighting	467	71%	70	70%
Waste and recycling services	412	62%	59	55%
Public Transport	320	48%	49	46%

Roads related services citizens would like to see more spent on (tick up to 5 options)				
Category	Winter 2014		Winter 2015	
Roads, pavements and lighting	427	66%	71	66%
Public Transport	232	36%	41	38%
Waste and recycling services	211	33%	24	22%

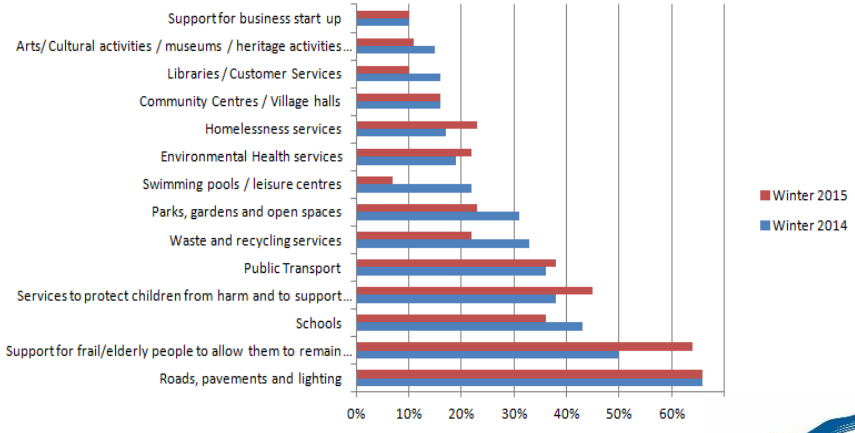
Summer 2017 East Lothian Citizens' Panel Questionnaire - 721 responses					
Satisfaction with the following					
Category	Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
Time taken to repair defects on main roads	2%	30%	28%	25%	15%
The condition of busy pavements	6%	58%	23%	10%	4%
The cleanliness of busy pavements	10%	56%	19%	12%	3%
Time taken to repair defects on busy pavements	2%	30%	27%	17%	25%
Car parking in your nearest town / village	8%	39%	26%	24%	4%
The condition of local roads / rural roads	3%	46%	32%	18%	1%
The condition of cycle paths	7%	32%	12%	7%	41%
Places to park bikes in your nearest town / village	8%	21%	17%	12%	42%
Safety on East Lothian Roads	7%	62%	20%	8%	3%
Traffic levels and congestion	7%	43%	29%	20%	1%

As can be seen in both 2014 and 2015 results the citizens of East Lothian have consistently identified "Roads, pavements and lighting" as a priority category for improvements as well as money spending.

Most Important Services in East Lothian



Services in East Lothian to spend more on



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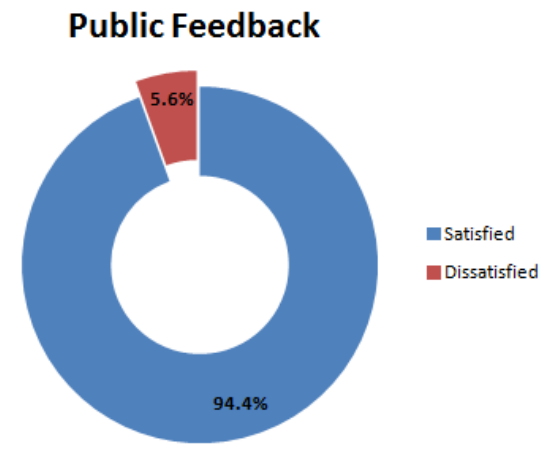
3.2 Feedback on Works through Questionnaires

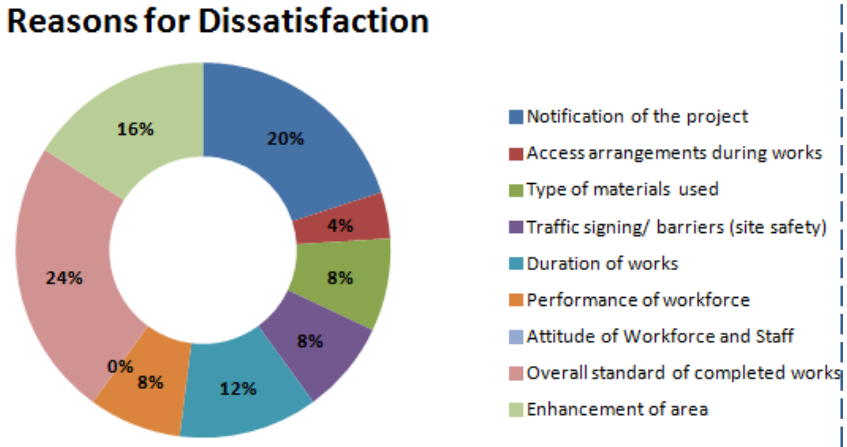
As part of the East Lothian Council's commitment to Best Value and Continuous Improvement, a questionnaire has been created to obtain the public views on works completed near their properties.

This includes their feedback on time management, performance, finished work standards etc.

The following analysis was performed on 50 questionnaires returned to Road Services, between 2012 – 2016, from different areas around East Lothian.

Categories	Satisfied	Dissatisfied
Notification of the project	45	5
Access arrangements during works	49	1
Type of materials used	48	2
Traffic signing/ barriers (site safety)	48	2
Duration of works	47	3
Performance of workforce	48	2
Attitude of Workforce and Staff	50	0
Overall standard of completed works	44	6
Enhancement of area	46	4
	425	**25**





3.3 Reporting Faults

There are many different ways that faults can be reported to East Lothian Council.

i. Online feedback can be submitted through the ELC Website by filling in an online form.

ii. Urgent problems or emergency repairs can be reported over the phone 24/7.

iii. Issues can also be reported by visiting the East Lothian offices at John Muir House in Haddington during office hours.

All cases are recorded and stored on the same management system where they are categorised, prioritised and sent through to the relevant teams within the Council.

CRM Cases for Transportation 2010-2015						
Category	**Cases Opened 2010**	**Cases Opened 2011**	**Cases Opened 2012**	**Cases Opened 2013**	**Cases Opened 2014**	**Cases Opened 2015**
Street Lighting Repair	2428	2557	2576	2533	2712	2875
Emergency Street Lighting Fault	282	232	220	256	245	236
Pothole/Road Repairs	890	1199	955	1016	856	665
Emergency Pothole/Road Repair	261	245	183	177	266	201
Winter Weather and Flooding	291	177	235	149	165	167
Emergency Winter Weather and Flooding	303	178	191	136	114	144
Sign Repair	143	96	99	195	138	142
Emergency Sign Repair	23	8	12	13	16	19
Signal Repair	30	47	34	49	57	51
Emergency Signal Repair	38	37	30	34	54	40
Bridge Repair	5	5	13	7	13	3
Emergency Bridge Repair	4	3	6	3	0	1
	4698	**4784**	**4554**	**4568**	**4636**	**4544**

4. Demands

4.1 Asset Growth

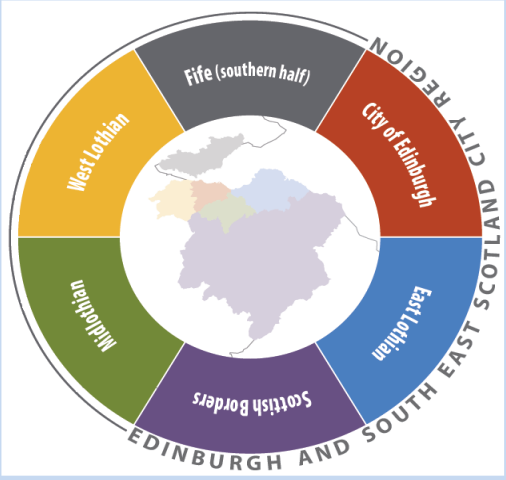
The Road Asset grows each year with the adoption of new roads and the construction of new road links.

Through their Strategic Development Plan, June 2013, SESplan aims to ensure the growth of this part of Scotland. Growth corridors and Development Areas have been defined to accommodate for the high housing demand in the future. East Lothian has targeted the creation of 10,400 houses by 2024. To meet the needs of these new developments new infrastructure will be required which will then become the responsibility of the East Lothian Council to maintain.

East Lothian is a member of The Strategic Development Planning Authority for Edinburgh and South East Scotland (SESplan) which includes five more authorities:

The City of Edinburgh, Fife, Midlothian, Scottish Borders & West Lothian.

SESplan
The Strategic Development Planning Authority for Edinburgh and South East Scotland



Asset growth generates additional requirements in maintenance, management and a need for associated funding in future years as these additional assets age.

No further information is available at this stage regarding the exact location and timescale of these new additions; however it has been estimated that the following requirements will be essential to accommodate East Lothian's targeted developments.

100 km Carriageways

The majority of which will be classed in the urban hierarchies

Drainage Gullies

Additional annual cyclic maintenance will require an increase in the council budget

3000+ Street Lighting Columns

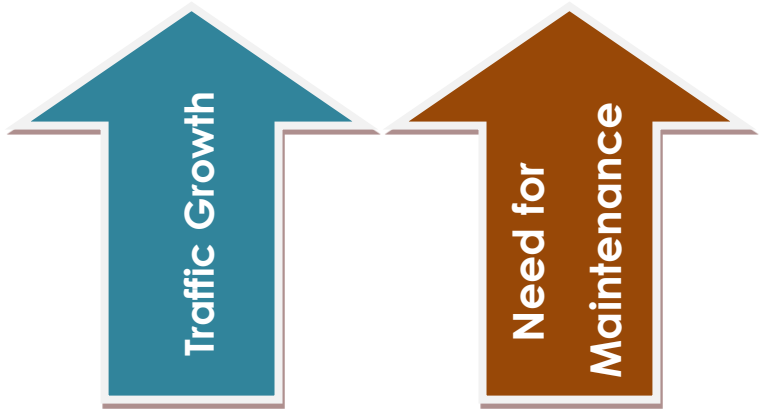
The additional energy costs will require an increase in the council budgets

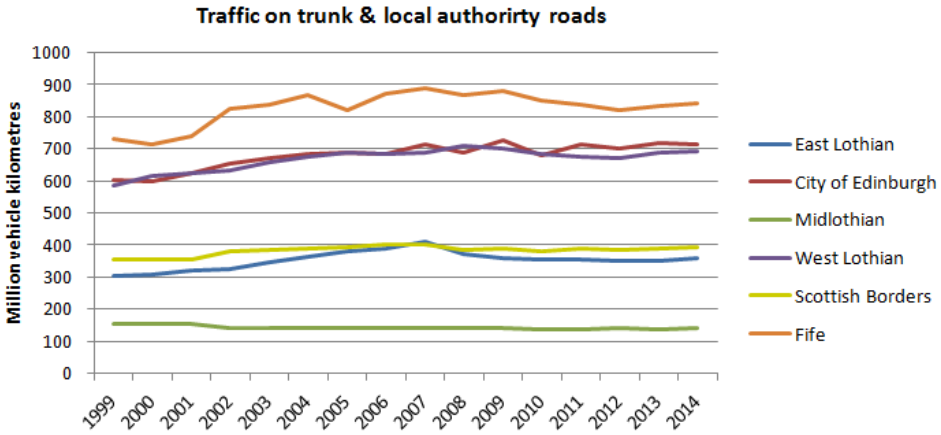
180 km Footways

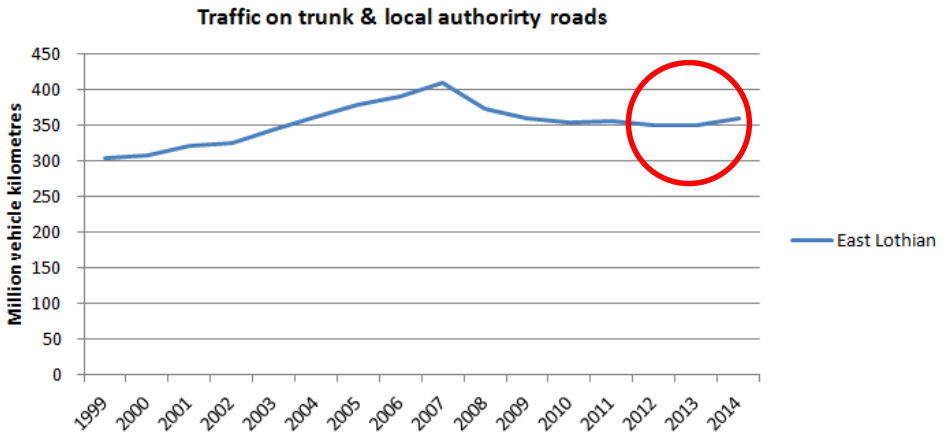
New urban carriageways require one footway on each side

4.2 Traffic Growth and Additional Requirements

Traffic growth places increasing pressure on the existing road network due to the significant increase in the general volume of traffic and in particular, large commercial vehicles. Many of the council's roads were not designed to accommodate this level of traffic which creates a growing need for investment in maintenance. The lack of maintenance can cause delays through disruption, and increase in carbon emissions. Poor maintenance practices, as well as not intervening on time, can increase treatment costs, and also cause an increase in journey times as the treatments will be more frequent and will require more time.







* Information obtained from Scottish Transport Statistics

4.3 Environmental Conditions

Pressure is also being placed upon the asset as a result of environmental conditions including:

- **HARSH WINTERS -** Recent unseasonably harsh winters have caused significant damage to road surfaces in the form of a mass of defects resulting from freeze/thaw action.

- **FLOODING -** In 2012, there were four occasions that caused severe flooding difficulties in certain areas, causing damage to properties and the road network.

Severe winter weather conditions (impairment) are creating a need for additional funding as they significantly accelerate damage to the Road Assets. If such events occur during the plan it may be necessary to revise the standards that are affordable unless additional funding is provided from the central government, as occurred during recent harsh winter conditions. However financial provision should be in place within the Council for such circumstances, for the intervention to be immediate with minimal disruptions.

4.4 Service Standards

The service standards that have been adopted by the RAMP and that the users can expect are detailed below. More information on how the specific measures are calculated is included in the Road Maintenance Manual.

Service	Measured By	Compliance 2016-2017	Target Standard
Carriageways			
Safety	Percentage of Cat 1 defects made safe within response times.	86.05%	24 hrs
	Percentage of safety inspections completed on time	100%	1 month
Condition	% of carriageway length to be considered for maintenance treatment (RCI)	34.10%	N/A
	Percentage of "B" Class roads to be considered for maintenance treatment	40.30%	N/A
	Percentage of "C" Class roads to be considered for maintenance treatment	33.54%	N/A
	Percentage of unclassified, non-principal roads network where maintenance should be considered (CVI / DVI type surveys)	33.10%	N/A
	Percentage of carriageway length treated	5.46%	N/A
Footways			
Safety	Percentage of Cat 1 defects made safe within response times.	37.50%	24 hrs
Condition	Percentage of footway area to be considered for maintenance treatment	9.17%	N/A
	% of footway area treated	2.41%	N/A

4.4 Service Standards

Service	Measured By	Compliance 2016-2017	Target Standard
Street Lighting			
Safety	Percentage of repairs within 7 days	95.00%	100%
	Average time to repair a fault	3.5 days	5 days
	Columns with a valid structural inspection (last 6 years)	100%	100%
	Street Lanterns with a valid Electrical Test Certificate	100%	100%
Environment	Average annual electricity consumption per streetlight	312.23 kwHrs	310.00 kwHrs
Structures			
Condition	Percentage of principal inspections carried out on time	100%	2 years
	Percentage of general inspections carried out on time	98.21%	2 years
Traffic Signals			
Safety	Average time to repair a fault	5 hours	48 hours
	Percentage of faults repaired in less than 48 hrs	97%	N/A

5. Financial Summary

5.1 Asset Valuation

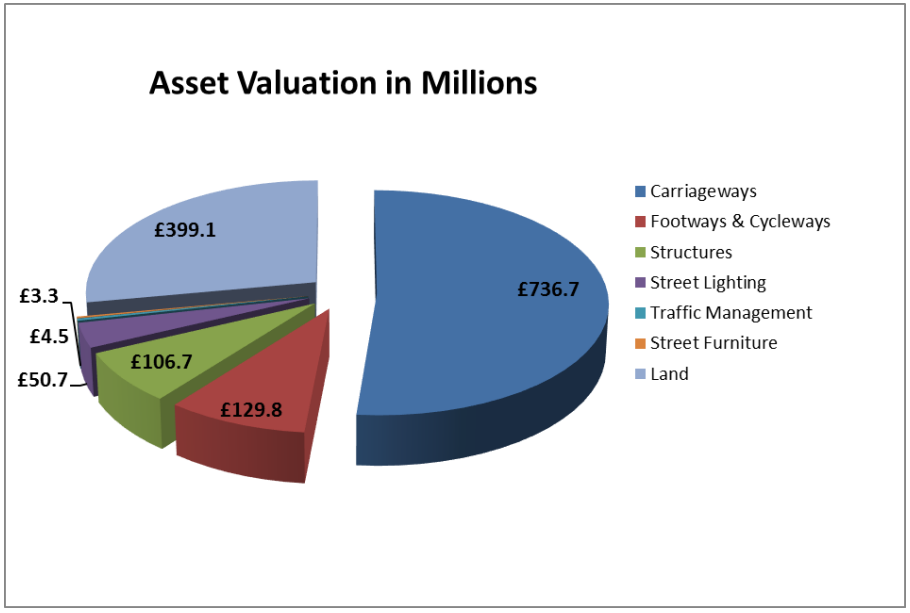
As of April 2017 the Road Asset is valued as follows

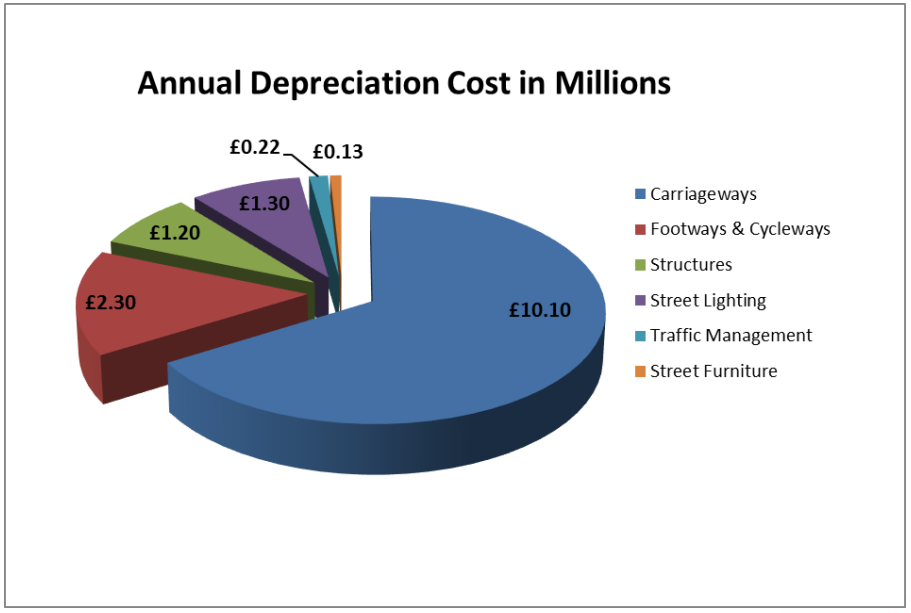
The valuation figures illustrate the substantial financial value of the Road Asset.

Detailed figures can be found on Appendix A.

Total Asset Value
£1,430,692,000

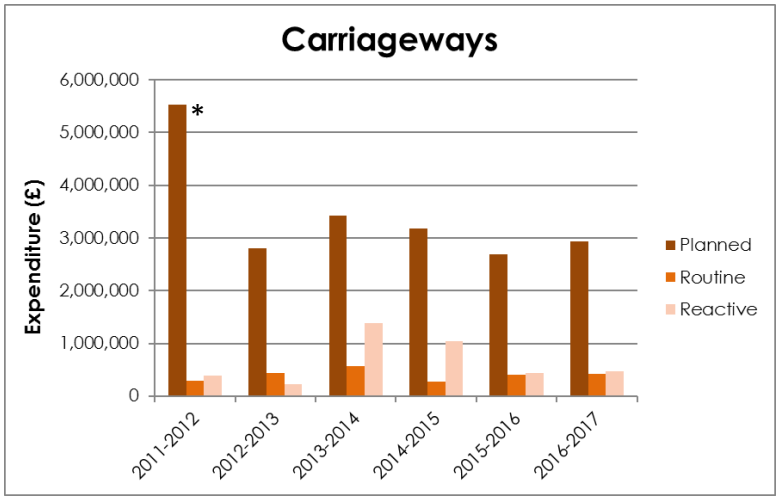
Total Annual Depreciation
£15,289,000

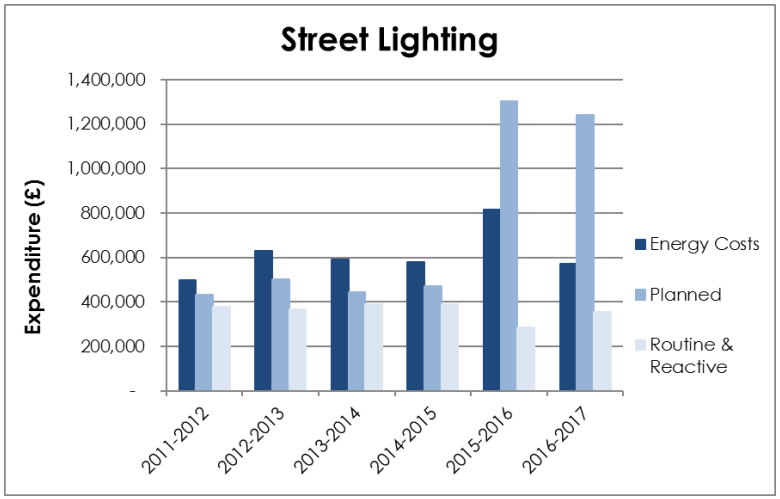


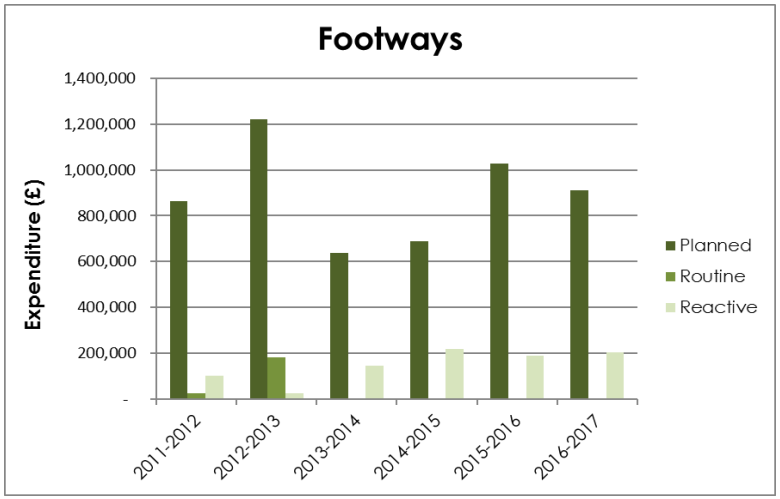


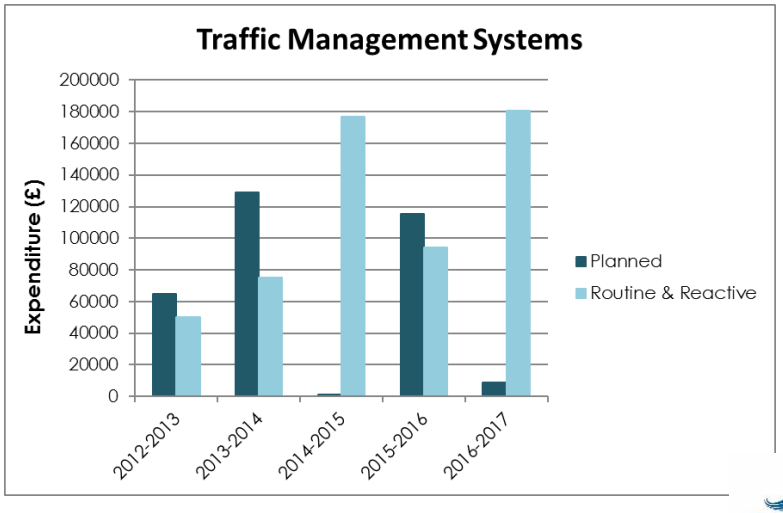
5.2 Historical Expenditure

Historical expenditure invested in works on the Road asset is shown below:





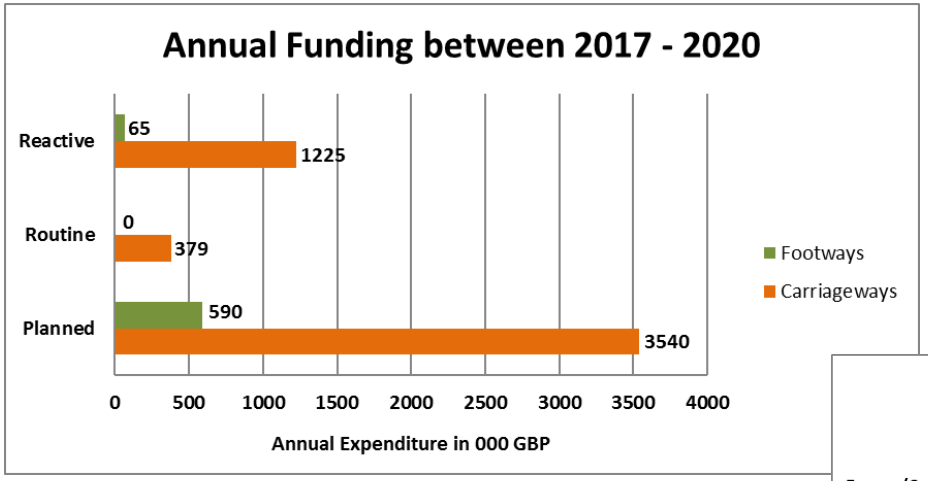


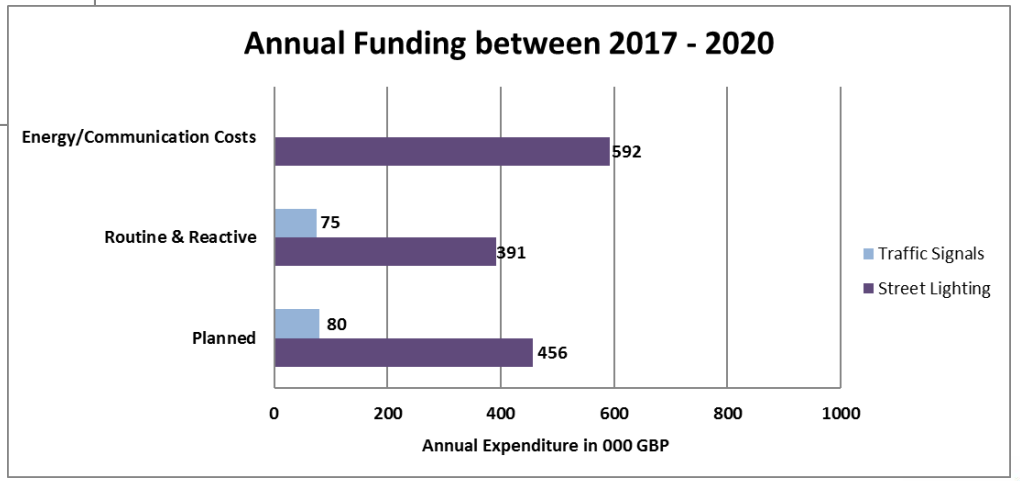


* High peak values on Planned Maintenance would be due to severe weather conditions

5.3 Planned Funding

The service standard targets shown in Section 5 are based upon the following predicted funding levels. In future years when SC will decide upon the level of funding for the Road taking into account the information and options supplied in the complimentary ASOR. Any updates required to the RAMP will then be made.
Section 5 of this RAMP is based upon the assumption that the funding levels remain the same for the next 5 years.





* Energy cost are shown at 2012 value although it is very likely that these will escalate significantly if recent trends in prices continue as they are predicted to do.

6. Asset Investment Strategies

6.1 Overview

East Lothian Council in conjunction with other organisations are developing a structured approach to Roads Asset Management Planning, in line with the Central Governments financial reporting requirements.

A Long Term Forecast ethos has been adopted as Road Assets deteriorate slowly. The strategies presented in this section have been determined using predictions of future conditions over a 20 year period.

The predictions enable strategies to be created taking into account the whole life cost of maintaining the Asset.

Using long term predictions means that decisions about funding levels can be taken with due consideration of the future maintenance funding liabilities that are being created.

The investment strategies for the major asset types are designed to enable the service standards in Section 5 to be delivered.

6.2 Investment between Asset Types

In comparison to historical investment, the future level of investment for the major asset types is planned to remain at similar levels.

Additionally:

- On Carriageways preventative treatments will be favoured over longer term alternatives;
- On Street lighting additional investment in "Spend to Save" energy efficiency initiatives has been planned.

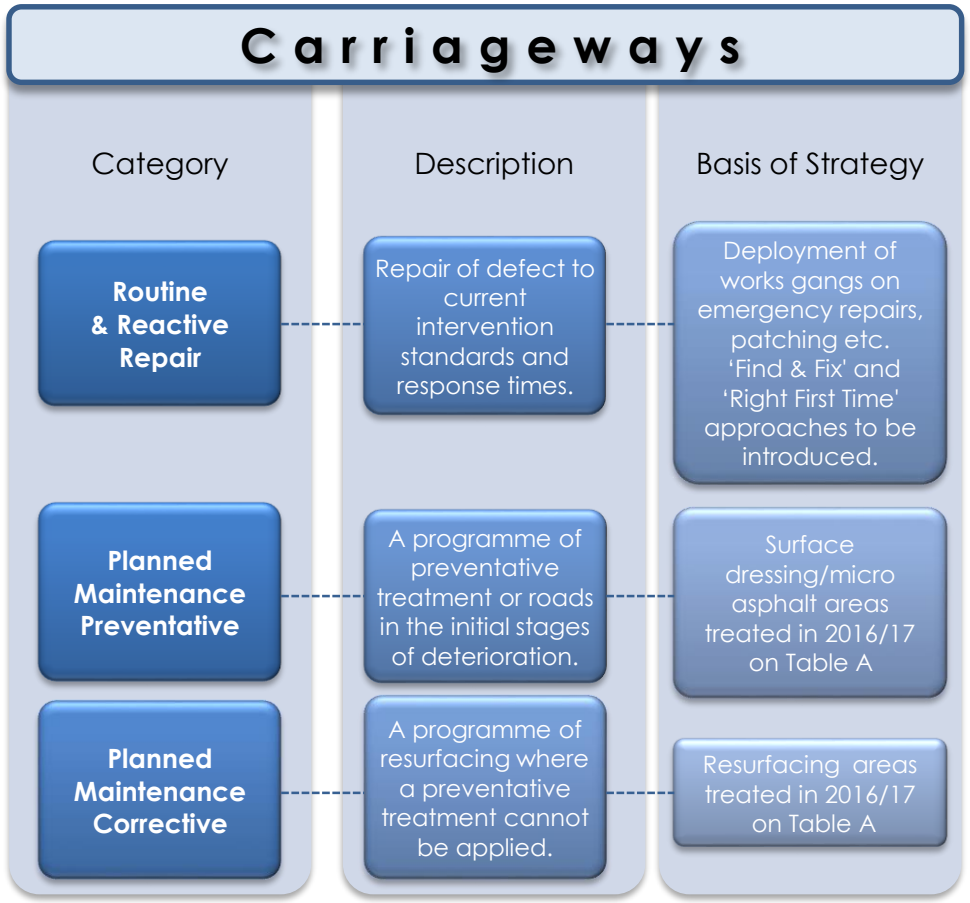


Table A

2016 /2017		
Category	**Treatment**	**Quantity**
Routine & Reactive Repair	Cat 1 Defect Repairs	111
	Cat 2 Defect Repairs	-
	Gullies Cleaned	12,003
	Patching	11,948 m^2
Planned Maintenance Preventative	Surface Dressing	137,286 m^2
	Thin/ Micro Surface Dressing	-
Planned Maintenance Corrective	Thin Over-lay	-
	Thin In-lay	76,265 m^2
	Moderate In-lay	-
	Reconstruction	7,196 m^2

Policy 1

The strategy will apply a low cost preventative treatment on sections of the carriageway (such as surface dressing/micro asphalt) before deteriorating to a condition where more expensive treatments are required. The level of investment is predicted to be insufficient to prevent some deterioration of condition occurring, however the level of deterioration shall be minimised through the use of the proposed appropriate preventative maintenance investment.

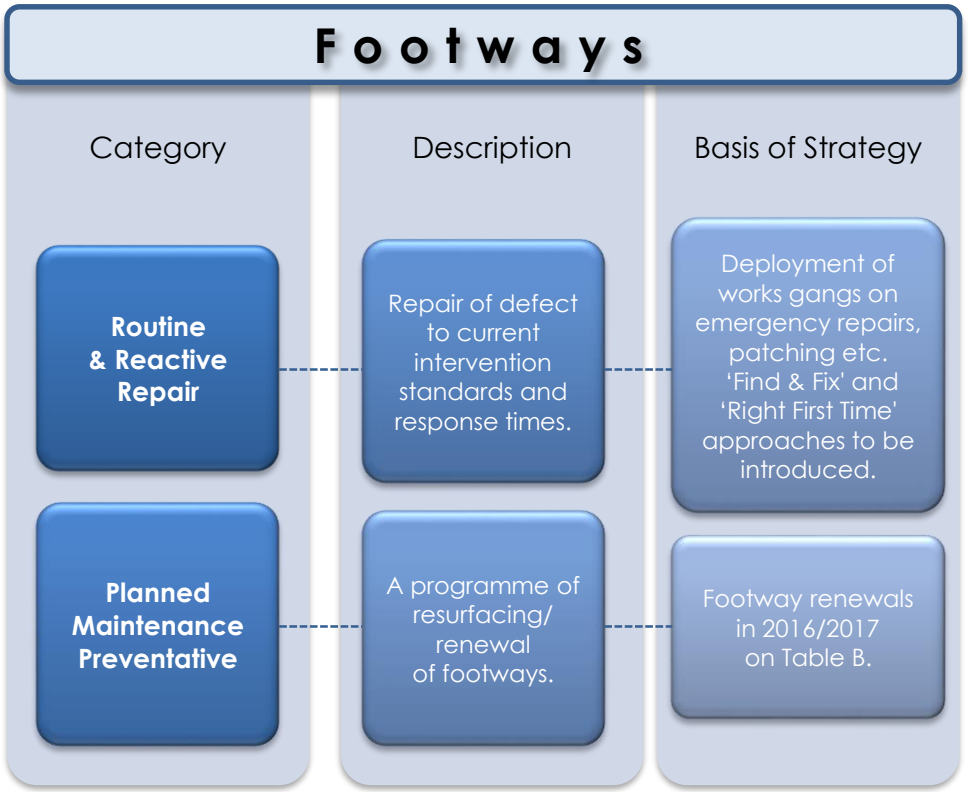


Table B

2016 / 2017		
Category	**Treatment**	**Quantity**
Routine & Reactive Repair	Cat 1 Defects Repaired	5
Planned Maintenance Preventative	Slurry Seal	16,682 m^2
	Patching	653 m^2
Planned Maintenance Corrective	Resurfacing	5,930 m^2
	Reconstruction	5,837 m^2

Policy 2

The strategy will target the worst condition footways and apply long life treatments to reduce 3rd party claims and improve customer satisfaction. The level of investment is insufficient to reduce reactive costs.

Table C

2016 / 2017		
Category	**Treatment**	**Quantity**
Routine & Reactive Repair	Routine Repairs	3,440
	Out of Hours Emergency Attendance/ Repairs	
Planned Maintenance Preventative	Columns Corrosion Protected	1,102
Planned Maintenance Corrective	Columns Renewed	300
	Lanterns Renewed	1,501

Policy 3

Upgrade or replace all lighting equipment with white light sources, mainly LEDs.

Policy 4

All non galvanised steel columns that have exceeded their service life will be replaced with aluminium columns.

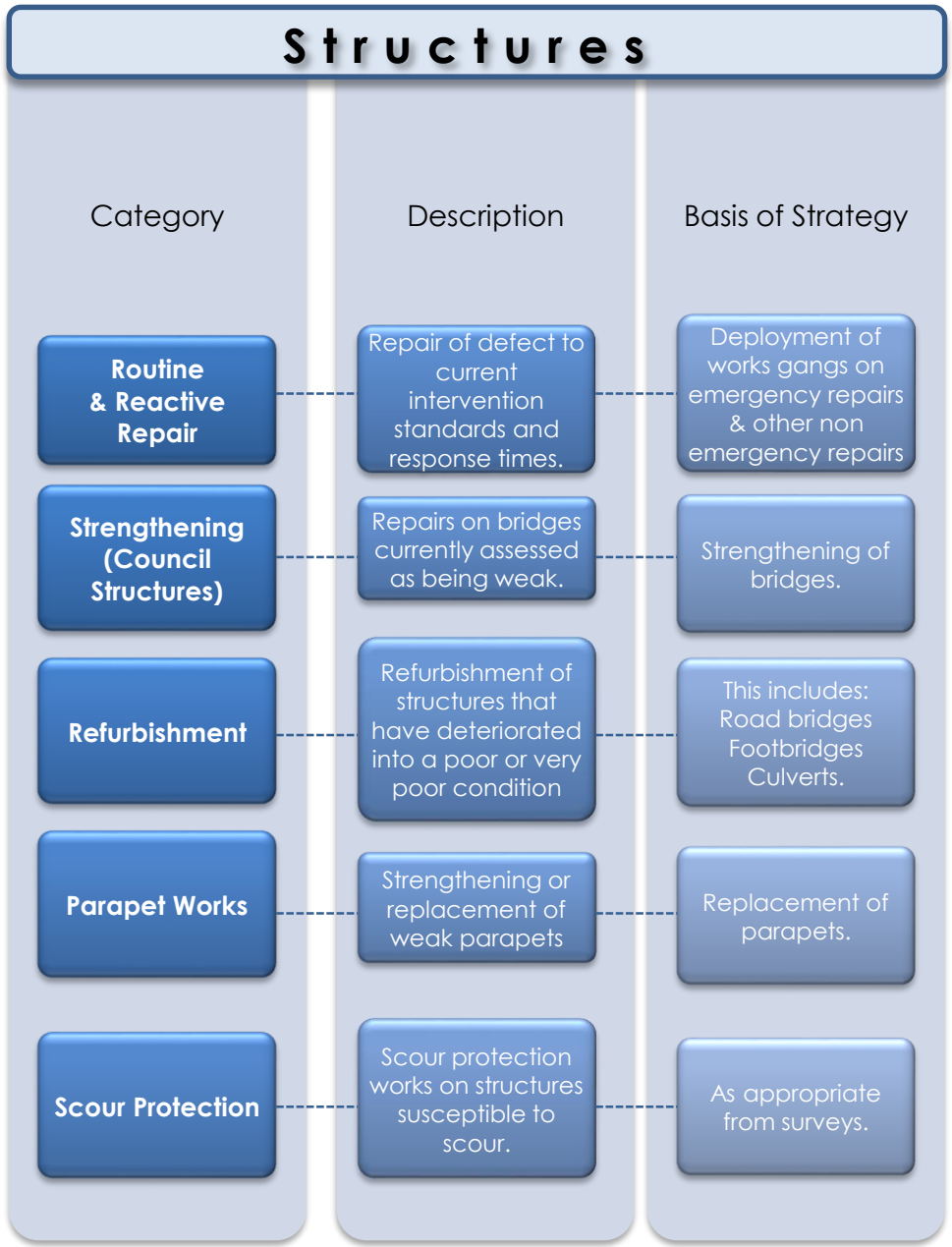


Table D

Assets in 2017	
Asset	**Quantity**
Road Bridges	XX
Footbridges	XX
Culverts	XX

Policy 5

Tests and assessments on current assets which are carried out every 2 years, as per the structure's maintenance strategy, will define which structures are requiring refurbishment/ strengthening, or in rare circumstances removal/ replacement following exclusive consultation.

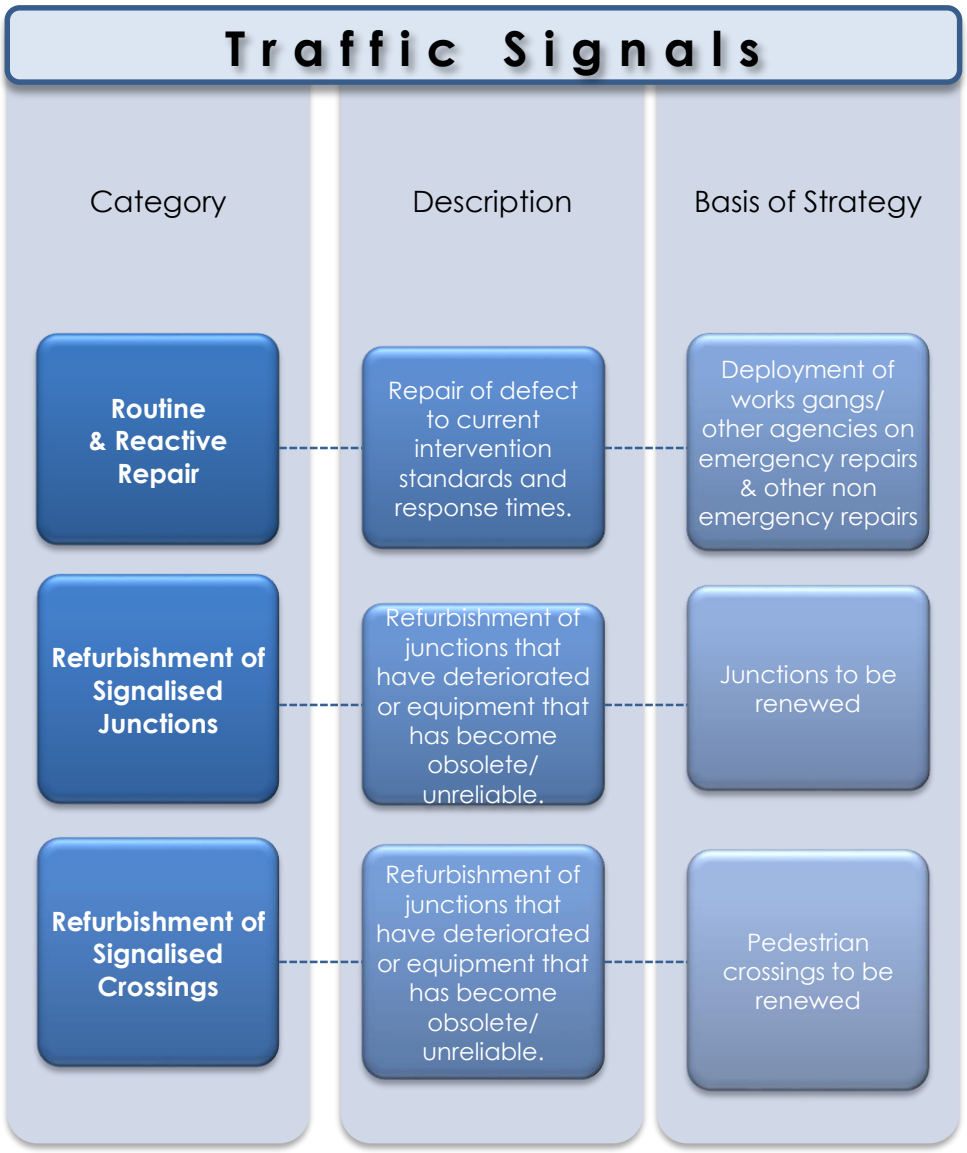


Table E

2016 / 2017		
Category	**Treatment**	**Quantity**
Routine & Reactive Repair	Fault Responses	118
Planned Maintenance Preventative	UTC Service Upgrade	-

Policy 6

The traffic signals that have reached and/or exceeded their service life will be renewed, as part of the Traffic Management Asset's strategy.

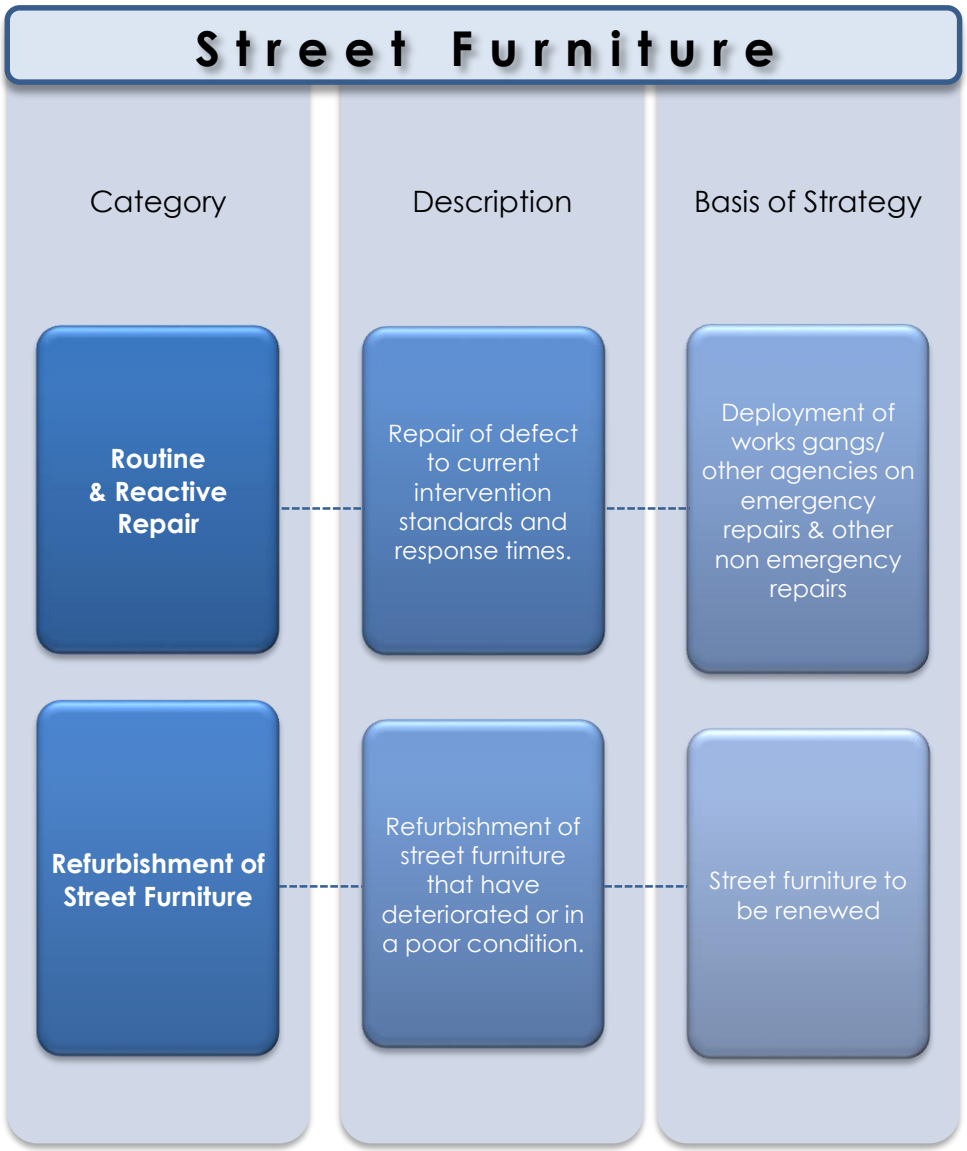


Table F

2014 / 2015		
Category	**Treatment**	**Quantity**
Routine & Reactive Repair	Routine Repairs	XX

Policy 6

Street Furniture are on a 4 year replacement strategy. If at any stage within those 4 years a street furniture is found to be deteriorating or at a poor condition it will be restored according to the Service Standards.

7. Risks To The Plan

The risk has been evaluated in accordance with the councils corporate risk management strategy.

In addition to the risks below a Road Asset risk register is maintained recording the risks associated with each asset type.

A review of this register is used annually when programmes of works are developed.

The risks that could prevent achievement of the standards specified in Section 6 of this plan are presented below.

Assumption	Risk	Action
Defects and Deterioration Based on Current Data (limited for some Assets)	Assets might deteriorate rapidly and investment required to meet targets is insufficient.	Planned and reactive maintenance budget allocation will be revised.
Resources are available to deliver the improvement actions	Stuff are not allocated to service improvement tasks and therefore the predicted benefits cannot be fully achieved	Planned and reactive maintenance budgets will be revised.

Assumption	Risk	Action
Normal Winters	Adverse weather will create higher levels of deterioration that have been allowed for.	Budgets & predictions will be revised and RAMP updated.
Funding Levels Similar to Previous Years	External pressures mean reductions to governmental funding available for roads.	Target service standards will be revised to affordable levels.

8. References

- 1. Local Transport Plan
- 2. Asset Management Policy
- 3. Network Management Plan
- 4. Road Asset Management Manual
- 5. Annual Status and Options Report
- 6. Road Asset Data Management Plan
- 7. Service Improvement Action Plan

Appendix A

Asset Valuation

Asset Type	Gross Replacement Cost (000's)	Depreciated Replacement Cost (000's)	Annualised Depreciation Cost (000's)
Carriageways	£736,736	£637,195	£10,102
Footways & Cycleways	£129,779	£86,977	£2,303
Structures	£106,648	£102,058	£1,198
Street Lighting	£50,678	£22,528	£1,338
Traffic Management	£4,461	£2,229	£217
Street Furniture	£3,294	£2,046	£130
Land	£399,096	-	-
TOTAL	**£1,430,692**	**£853,032**	**£15,289**