

THE HIGHLAND COUNCIL

**TRANSPORT, ENVIRONMENTAL AND COMMUNITY SERVICES
COMMITTEE – 18 March 2010**

Agenda Item	
Report No	

Road Asset Management Plan (RAMP)

Report by Director of Transport, Environmental and Community Services

SUMMARY

This report updates Members on the Society of Chief Officers of Transportation in Scotland (SCOTS) joint project with Local Authorities to develop a common asset management framework for the road and bridge infrastructure in Scotland, and to seek Member approval for the first version of The Highland Council's Road Asset Management Plan, 2010/11.

1. Introduction

- 1.1. The Road Asset Management Plan (RAMP) is identified as one of the documents required by the Corporate Asset Management Plan. The report to the Resources Committee on 28 November 2007 (RES/134/07) incorporated the Corporate Asset Management Plan 2002 - 2010.
- 1.2. Members will recall the report to the Transport, Environmental and Community Services Committee on 16 August 2007 (TEC/50/07) when the Committee agreed to support the SCOTS Road Asset Management Project by working with all 32 Scottish Local Authorities to produce a common framework for the Road Asset Management Plan.
- 1.3. Year 2 of the project concluded in February 2010 with the development of the first version of the Road Asset Management Plan (RAMP). The RAMP was developed from the common framework produced in year one. The RAMP framework is based on the guidance provided in the County Surveyors' Society Framework for Highway Asset Management.

2. RAMP Development

- 2.1. Workshops undertaken in years one and two of the project produced tasks for completion by each Authority. The output from each task was fed into the RAMP document. The road, footway and cycle route network hierarchies and inspection policies were task outputs previously approved by the Transport, Environmental and Community Services Committee.

2.2. Year two of the project consolidated these tasks and drafts of the first RAMP were produced. The Executive Summary is contained in **Appendix A**. The contents of the RAMP are:-

- Executive Summary
- Glossary of Terms
- 1.0 Introduction
- 2.0 Asset Description
- 3.0 Community Requirements
- 4.0 Future Demands
- 5.0 Levels of Service
- 6.0 Lifecycle Planning
- 7.0 Financial Summary
- 8.0 Risk Management
- 9.0 Improvement plan
- 10.0 Management and Control of the Plan
- 11.0 References
- Appendices

2.3. Each Local Authority in Scotland completes the framework with as much information as possible. This identifies improvement actions for incomplete processes or data. Highland has completed its first version of the Road Asset Management Plan and identified achievable milestones for 2010/11 as follows:

1. Develop an asset information management strategy.
2. Develop a roads risk register.
3. Update relevant policies.
4. Develop levels of service.
5. Develop local performance indicators.

2.4. There are no additional resources available to achieve the improvement actions and milestones. Therefore expected completion dates are subject to change.

2.5. Copies of the RAMP will be available in the Members lounge.

3. Updating and Review

3.1. The RAMP will be updated annually for the first three years it is produced. It is anticipated it will then be updated once every three years thereafter. The appendices included in the RAMP are live documents and will be updated as necessary but reviewed annually as a minimum. Several of the appendices will change frequently due to the ongoing collection of data, modifications to processes and the updating of relevant policies.

3.2. Separate road related management policies will be presented to Committee in the future as they are updated.

3.3. The RAMP has been reviewed by the Infrastructure Asset Management Planning Team, set up by the Director of Transport, Environmental and Community Services in response to the Action Plan contained in the Corporate Asset

Management Plan. It has also been reviewed by the Area Roads and Community Works Managers.

4. Project Delivery

- 4.1. At the time of writing this report, the programme for year three of the SCOTS project had not been defined. There are several Local Authorities which have not yet been able to produce their first draft of the RAMP.
- 4.2. It is anticipated that Highland will continue to progress development of the RAMP and programme implementation of the milestones and improvement actions throughout 2010 to 2011.

5. Policy Implications

- 5.1. The RAMP will impact on other documents produced by the Council including The Structure Plan, Local Transport Strategy and Highland Wide Local Plan. It is anticipated that, if necessary, these documents will reference the RAMP accordingly as they are revised.

6. Resource Implications

- 6.1. Resource implications for the SCOTS project have previously been approved by Members.
- 6.2. Implementation of the improvement actions and milestones will require the use of existing resources, increasing the time taken to complete the actions.

7. RECOMMENDATIONS

- 7.1. Members are invited to note the progress of the SCOTS Road Asset Management Project.
- 7.2. Members are invited to approve the first version of The Highland Council's Road Asset Management Plan, 2010/11.

Signature:

Designation: Director of Transport, Environmental and Community Services

Date: 5 March 2010

Report Author: Elizabeth Maciver, Senior Engineer (Asset Management)

Background Papers: TEC/09/10 Footway and Cycle Route Network Hierarchies
TEC/96/09 Road Network Hierarchy and Inspections Policy
TEC/36/08 Asset Management – Roads and Bridges
TEC/50/07 Asset Management
RES/134/07 Asset Management

Appendix A

Road Asset Management Plan 2010/11

Executive Summary

Executive Summary

Geàrr-chunntas Gnìomhach

Overview

Thar-sealladh

This document provides an overview of The Highland Council's Road Asset Management Plan (RAMP), 2010/11. The RAMP is the first version of an infrastructure asset management plan produced by The Highland Council and was developed through participation in the Society of Chief Officers for Transportation in Scotland (SCOTS) 4 year Road Asset Management project. All 32 Local Authorities in Scotland are taking part in the SCOTS project to develop a common framework for road asset management plans which will continue to be utilized after the project has concluded. The aims of the SCOTS project are to:-

- Deliver the aspirations for a better road network as set down by the Scottish Parliament by ensuring that available finances are spent in the most productive manner.
- Create a common framework for the development of road asset management plans for all Roads Authorities across Scotland.
- Provide a single asset management protocol for all Roads Authorities in Scotland.

Corporate Asset Management

Stiùireadh So-mhaoin Chorporra

As one of the projects in its Corporate Improvement Programme, The Highland Council has adopted a corporate approach to asset management and developed a Corporate Asset Management Plan. This focuses on the realisation of assets in terms of consolidation and disposal of property. Roads cannot be sold as a commodity; however, the asset management principles of developing long term management strategies and ensuring efficient allocation of resources are common objectives and can be applied to any asset.

The RAMP is an important part of the corporate project as it establishes the relationships between the Council's Corporate Plan objectives and the management practices in operation.

Road Asset Management

Stiùireadh So-mhaoin Rathaid

In basic terms, asset management sets out the approach to be used in acquiring, maintaining, improving and disposing of an asset. For the purposes of road assets, asset management is defined as:-

“A structured, long term approach to planning optimal maintenance and eventual renewal of infrastructure. “

Key Milestones

Prìomh Chlachan-mìle

The RAMP provides a statement of current practice within the Council and identifies areas that require development. The five key milestones for improvement, targeted for completion in 2010/11, are:-

- 1. Development of an asset information management strategy**
- 2. Development of a roads risk register**
- 3. Updating relevant policies**
- 4. Development of levels of service**
- 5. Development of local performance indicators**

Review

Ath-bhreithneachadh

It is anticipated that the main section of the document will be reviewed annually for the first three years and every three years thereafter. Many of the appendices are considered to be 'live' documents and, as such, will be updated on an annual basis.

It is important to note that improvements identified through the development of the RAMP require to be implemented with resource levels currently available. Target dates for completion of actions are therefore open to rescheduling.

Road Network

Lìonradh Rathaid

The Highland Council is responsible for a road network totalling 6,730km. The road asset comprises not just the carriageway and footway but, for example, also includes structures, lighting, signage, associated drainage and environmental assets. The local authority network is currently estimated to have a gross replacement cost of around £3.5 billion which is significantly different to the present value in the accounts of approximately £210 million. Private and Trunk roads are excluded from this document as they are the responsibility of the private owners and Transport Scotland respectively.

Finance

Ionmhas

Funding levels within local authorities are constantly being challenged yet expectations of the levels of service continue to increase. All Highland Council services are being asked to propose annual revenue savings of 5%, 6% and 6% over 2010/11 to 2012/13. There is also a reduction in capital funding of 24% for 2010/11. Further development of road asset management will provide evidence of how this impacts the service through lifecycle planning and risk management.

Lifecycle Plans

Planaichean Cearcaill-beatha

Lifecycle planning is the core component of asset management. Producing lifecycle plans allows us to document how a particular asset is managed. This captures knowledge and allows development of processes and practices to achieve efficient delivery of services. The lifecycle planning process facilitates the prediction of long term costs of management and operation of the asset. It links the available budget to levels of service achievable, and allows comparison of the impact of changing those levels while continuing to deliver an efficient service.

Levels of service are determined by the adoption of standards which can be afforded with the available budget.

In this version of the RAMP, lifecycle plans have been developed for carriageways, footways, street lighting and structures. Plans for other asset groups will be developed for future versions of the RAMP.

Risk Management

Stiùireadh Cunnairt

Risk management is an important aspect of developing the management practices required to maintain the asset. Risks are identified, assessed, prioritised and then managed to mitigate impacts on service delivery. As identified above as a milestone, a specific road asset risk register will be developed as part of the ongoing asset management process.

User Expectations

Dùilean Luchd-cleachdaidh

Expectations of road users are an important aspect of asset management as ultimately, it is public money which is used to maintain the asset. The council undertakes an annual performance survey which provides an opportunity for comment on the management of the road asset. However, the survey is not specific enough to be used to inform changes to management practices. The development and use of a more detailed user survey is an improvement action identified for future implementation.

Future Development

Leasachadh san Àm ri Teachd

In producing this first version of the RAMP, significant progress has been made in documenting current practice and identifying areas for improvement. The next version of the RAMP will be published in spring 2011 and will include additional lifecycle plans for other road assets.

Continued development of the Road Asset Management Plan should provide realistic expectations regarding the road asset and enable future investment decisions to be informed and sustainable.