

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	ROAD ASSET MANAGEMENT PLAN
REPORT NUMBER:	EPI/12/159

1. PURPOSE OF REPORT

This report presents the first version of an Asset Management Plan for the Roads Assets of the Council (RAMP) which has been prepared as part of a family of Asset Management Plans covering the corporate assets of the Council.

2. RECOMMENDATION(S)

- a) That the Committee approves the Roads Asset Management Plan.
- b) That the Committee agrees to its continuing development as the basis for the stewardship of the Roads assets.
- c) That the Committee approves the continuing participation in a nationwide project to continue the development and implementation of such plans.
- d) That the Committee notes the financial implications of the Plan.

3. FINANCIAL IMPLICATIONS

The RAMP provides the basis for budgets for Roads Maintenance.

4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

Corporate – the RAMP is part of the Corporate Asset Management Plan and links to the Council's corporate aims via this process.

Public – The RAMP is likely to be of interest to the public, as it deals with the maintenance of the basic Transportation infrastructure of the City.

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5. OTHER IMPLICATIONS

There are no legal, resource, personnel, property, equipment, sustainability and environmental, health and safety and/or policy implications and risks arising directly from the RAMP.

6. BACKGROUND/MAIN ISSUES

Asset management sets out the approach to be used in acquiring, maintaining, improving and disposing of an asset. It is a structured, long term approach to planning optimal maintenance and eventual renewal of infrastructure.

Background

The government encouraged the development of asset management plans to assist in the production of Whole of Government Accounts. This was to allow the introduction of financial reporting of current values of assets rather than historical ones.

In order to progress this requirement a project, involving all 32 Councils in Scotland, led by Society of Chief Officers for Transportation in Scotland (SCOTS), participated in the production of a common framework for a Road Asset Management Plan. The project commenced in 2008, originally for a four year period ending at the end of financial year 2011-12, but as most RAMP's are not yet fully completed, this is reflected in a number of 'Improvement Actions' within the Plan, the work has been extended for a further year .

The benefit of cross Council working has become well established during this project and should be continued on an informal basis beyond the end of the formal SCOTS project

Road Asset Management Plan

The Road Asset Management Plan 2012/13 is the first version of an infrastructure asset management plan produced by Aberdeen City Council

The RAMP describes the approach Aberdeen City Council will use in managing its infrastructure network. The Plan presents a new concept for the valuation of roads assets based on recommendations by CIPFA “that replacement cost should be used in place of historic investment”. This method values Aberdeen City Council roads assets at £1.4 Billion, an order of magnitude greater than the figures obtained from historic investment.

Developing the document has highlighted areas where improvements to current practice will be benefited by the application of asset management. Utilising asset management techniques encourages a move towards a long term, structured approach to the management of the network.

The Plan discusses the current issues for the roads assets and assesses future expenditure patterns for the assets analysed into seven classes, taking account of levels of service and customer expectations.

Preliminary estimates yield expenditure requirements for current carriageway maintenance of about £200M to achieve an ideal road condition using engineering criteria alone, this could be achieved by spending £20M a year for the next ten years.

To maintain the carriageways in the condition they were in prior to the recent abnormal winters would require a continuing expenditure of £7M a year for the next 20 years.

The current level of investment of £4M per annum would see 90% of the network becoming substantially unserviceable for modern traffic requirements before the end of a 20 year period.

All figures quoted are current prices.

7. BACKGROUND PAPERS

There were no background papers used in the preparation of this report.

8. REPORT AUTHOR DETAILS

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