

## ABERDEEN CITY COUNCIL

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COMMITTEE	Community, Housing & Infrastructure
DATE	24 January 2017
DIRECTOR	Pete Leonard
TITLE OF REPORT	Roads Asset Management Plan
REPORT NUMBER:	CHI/16/311

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### 1. PURPOSE OF REPORT

This report presents the third 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)

It is recommended that the Committee:-

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

### 3. FINANCIAL IMPLICATIONS

The RAMP aims to improve how the road assets are managed and to enable a better value for money roads service delivery. Nationally it is recognized as an effective tool to guide the levels of budget required to achieve the desired service standards for road maintenance.

The requirement for future funding of the road assets will be identified from within the Annual Status and Option Reports contained within Appendix 1 of this report.

#### 4. OTHER IMPLICATIONS

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

#### 5 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 is 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, Project 2 commenced in 2013 to look at further modifications to the RAMP Model and a closer alignment of the RAMP with the production of the Whole Government Accounts.

The benefits of cross Council working have become well established during this project and will be continued on an informal basis beyond the end of this formal SCOTS project.

In August 2016 Audit Scotland published their third report “Maintaining Scotland’s Roads: a follow up report”. This report recognises that spending on roads is coming under pressure from competing demands.

The Audit Scotland report goes on to make several recommendations including that Councils should ensure that:

- RAMPs are used to inform elected members of long-term investment plans for maintaining roads that take into account the whole-life costings of treatment options.

- the consequences of spending less than that necessary to maintain current road condition adequately features in budget-setting processes to allow elected members to make informed choices which take account of competing demands and priorities.

## 6 IMPACT

### **Improving Customer Experience –**

City Voice, the panel of Aberdeen residents who are contacted on a regular basis and asked for their views on a range of issues, is used to develop a statistically analysed pattern of response to basic aspects of asset management.

The views of affected residents and road users are sought on our performance on specific schemes. Records held in the Confirm (Roads Maintenance Management) System and records of Claims by road users against alleged defects can be analysed to indicate areas of concern. Specific surveys may be carried out from time to time to address specific areas of concern. Results of these various analyses can be used in conjunction with inspection data to establish customers' areas of concern and expectations of the maintenance of the roads network.

### **Improving Staff Experience**

The Asset Management Plan will allow staff to control the budget spend on the asset and direct the available monies to the areas of most concern.

### **Improving our use of Resources –**

The Asset Management Plan will assist in managing the spend over several years to continue to optimise our use of resources to continue to provide best value

### **Corporate –**

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

### **Public –**

This report will be of interest to the public and the media.

## 7. MANAGEMENT OF RISK

The project has a number of risks which will be managed through the normal risk management process. In particular the committee should note the following: The risks that could prevent achievement of the standards specified in this plan (section 5) are:

<b>Plan Assumption</b>	<b>Risk</b>	<b>Action If Risk Occurs</b>
The plan is based upon winters being normal	Adverse weather will create higher levels of detects and	Budgets and predictions will be revised and this plan

	deterioration than have been allowed for.	updated if abnormally harsh winters occur.
Available budgets have been assumed as shown in section 6 of the RAMP	External pressures mean that government reduce the funding available for roads	Target service standards will be revised to affordable levels
Construction inflation will remain at level similar to the last 5 years.	Construction inflation will increase the cost of works (particularly oil costs as they affect the cost of road surfacing materials)	Target service standards will be revised to affordable levels
Levels of defect and deteriorate are based on current data which is limited for some assets (e.g. footways)	Assets deteriorate more rapidly than predicted and the investment required to meet targets is insufficient	Split between planned and reactive maintenance budgets will be revised.
Resources are available to deliver the improvement actions	Pressures on resources mean that staff are not allocated to service improvement tasks such that the predicted benefits cannot be fully achieved	Target dates will be revised and reported.

## 8. BACKGROUND PAPERS

None.

## 9. REPORT AUTHOR DETAILS

Angus MacIver  
01224 241565

 [anmacivert@aberdeencity.gov.uk](mailto:anmacivert@aberdeencity.gov.uk)