



WELCOME

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Land and Environmental Services (LES)

Road Services

APSE Presentation

4th April 2014



WELCOME

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- **Introduction**
- **Investment Options**
- **Aims of Actual Investment Strategy**
- **Proactive Works vs Reactive Works**
- **Difficulties Facing Road Services**
- **Service Improvements**
- **Evening Times Article**
- **Summary**



INTRODUCTION

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MISSION STATEMENT

Through working together and providing essential frontline and support services to the people of Glasgow we aim to maintain a high standard of roads network for both the present and the future of Glasgow



INVESTMENT OPTIONS

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FORECASTING

- **Impact of Investment:** cannot be shown by looking at the next couple of years
- **20-year Forecasts:** enable decisions to be taken with an understanding of their long-term implications
- **Financial Tools:** help develop long term forecasts and investment strategies



INVESTMENT OPTIONS

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INPUTS

- **Asset Inventory Statistics:** Quantity and SRMCS Condition
- **Treatment Unit Rates:** per m²
- **Balance of Treatments:** in surface dressing, thin surfacing, overlay, inlay, and/or full reconstruction
- **Investment:** per Road Type and Treatment Type

INVESTMENT OPTIONS

EXAMPLE YEAR

	Reconstruction	Resurfacing	Thin Surfacing
A Roads	£300,000	£1,150,000	£1,100,000
B Roads	£0	£800,000	£225,000
C Roads	£25,000	£2,000,000	£850,000
U Roads	£50,000	£3,050,000	£3,100,000
	£375,000	£7,000,000	£5,275,000
Total for year: £12,650,000			

Repeat x 20 years, avoiding overspend

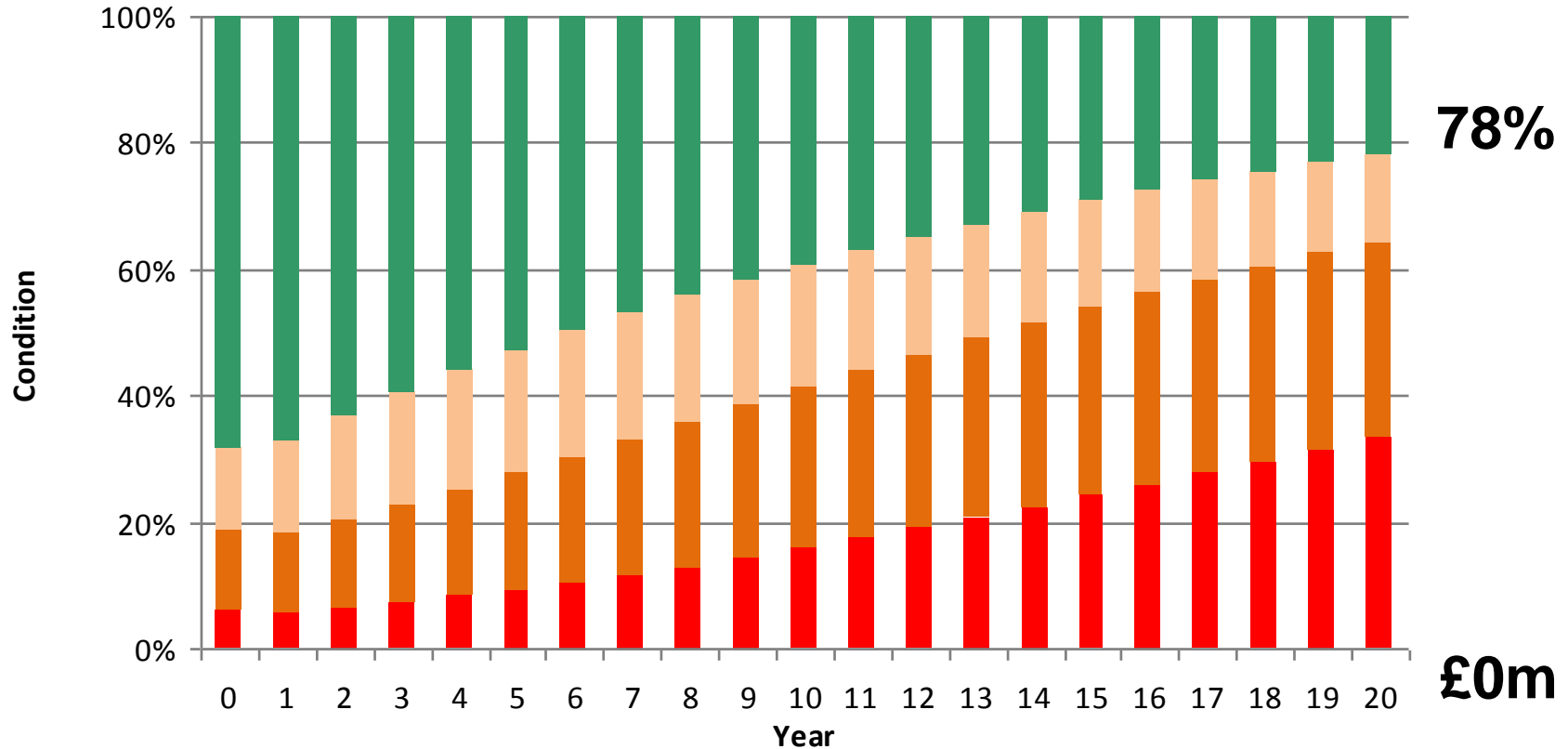
INVESTMENT OPTIONS

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OUTPUTS

20-Year Carriageway Condition Projection

No investment



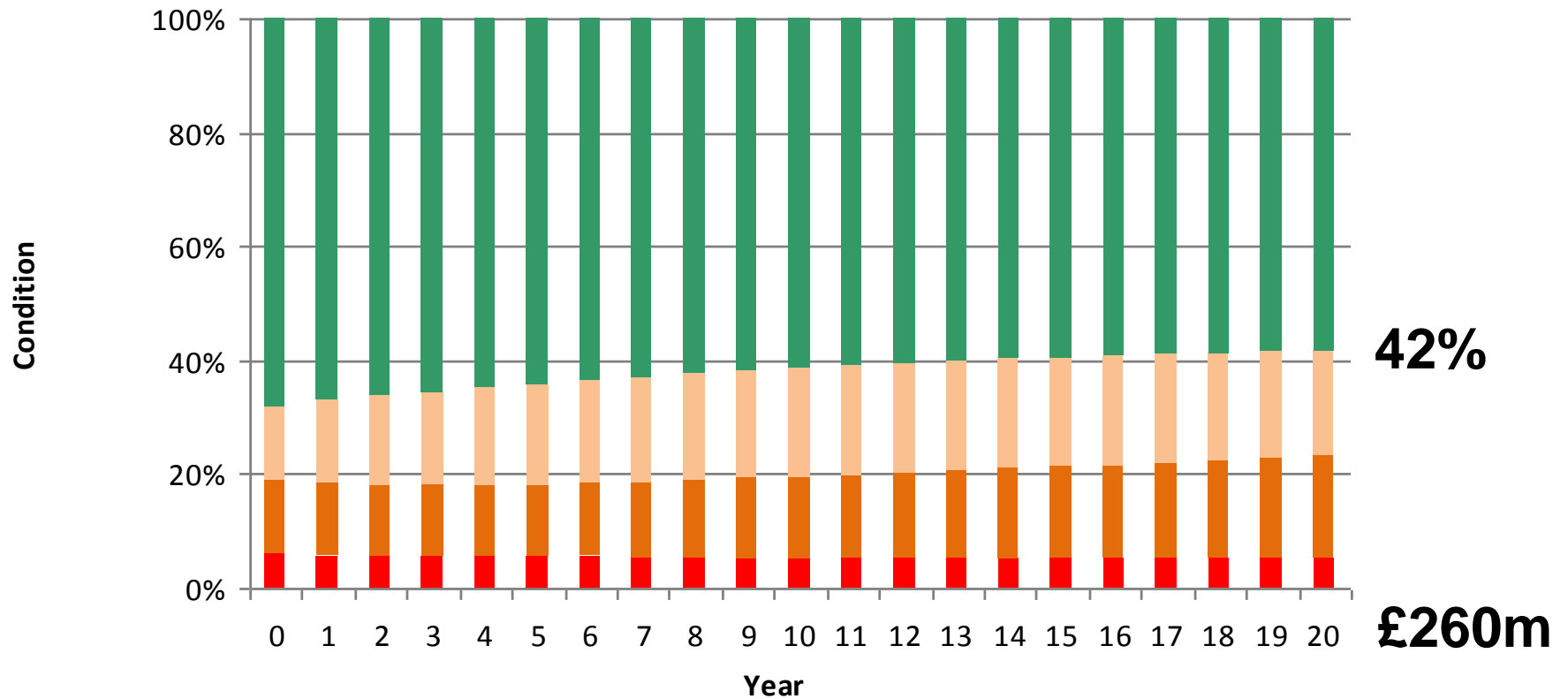
INVESTMENT OPTIONS

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OUTPUTS

20-Year Carriageway Condition Projection

Current Investment

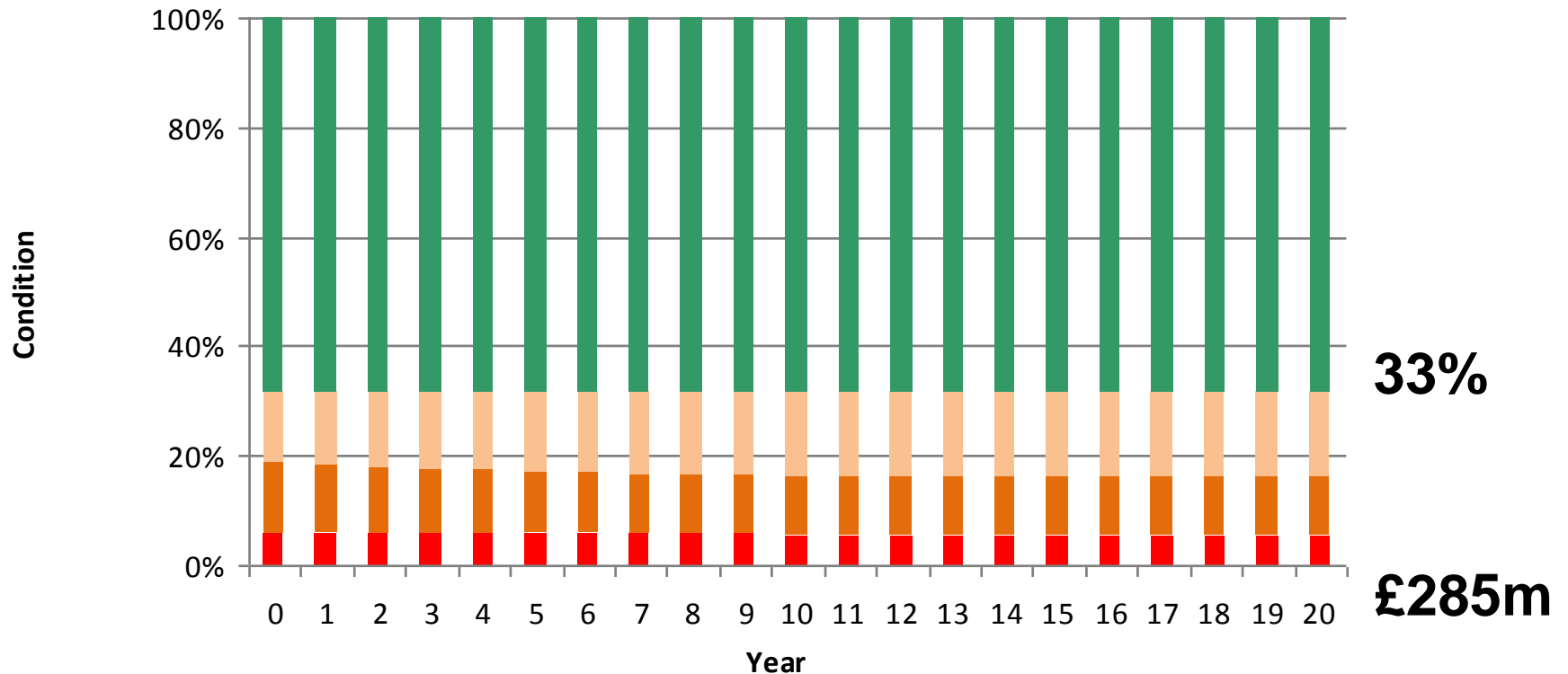


INVESTMENT OPTIONS

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OUTPUTS

20-Year Carriageway Condition Projection
Steady State

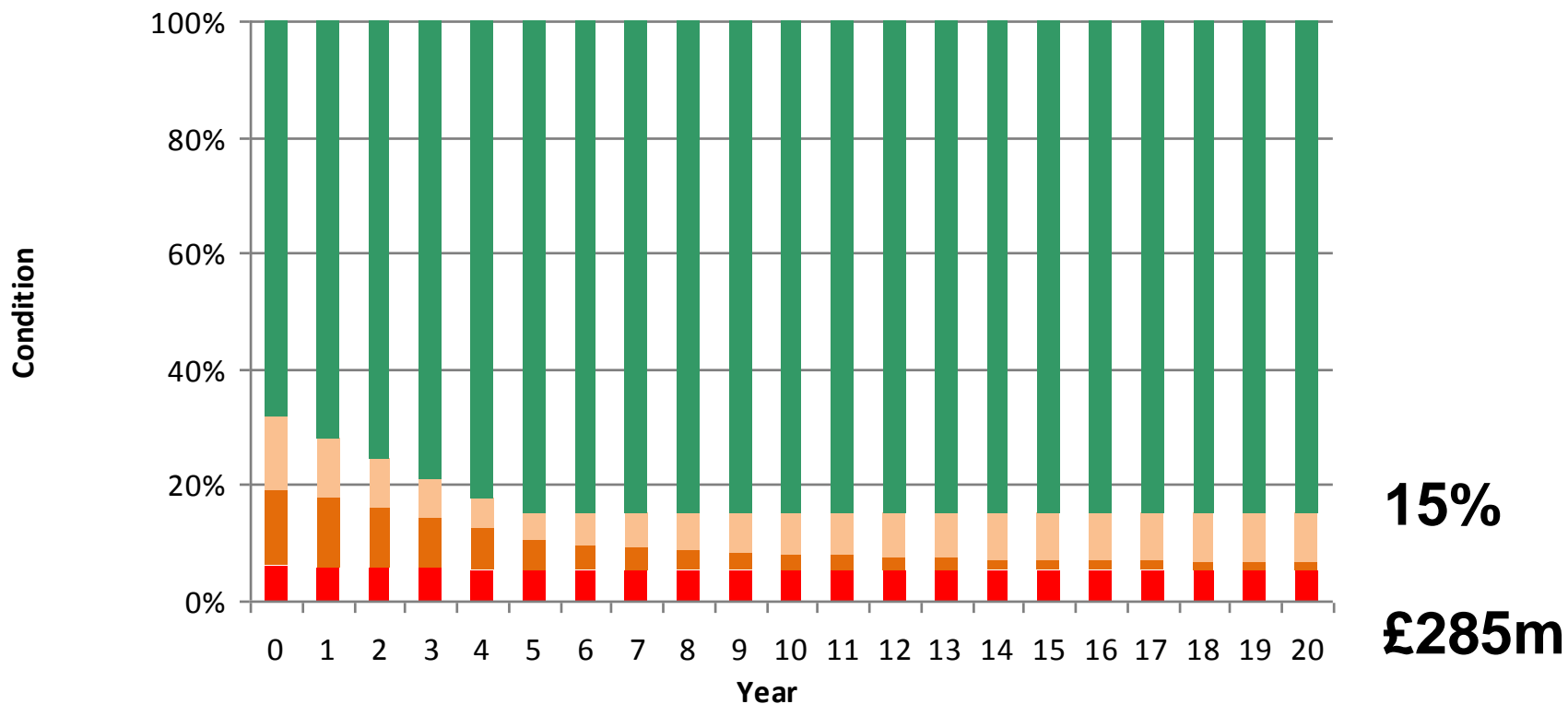


INVESTMENT OPTIONS

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OUTPUTS

20-Year Carriageway Condition Projection
5-Year Improvement Plan



15%

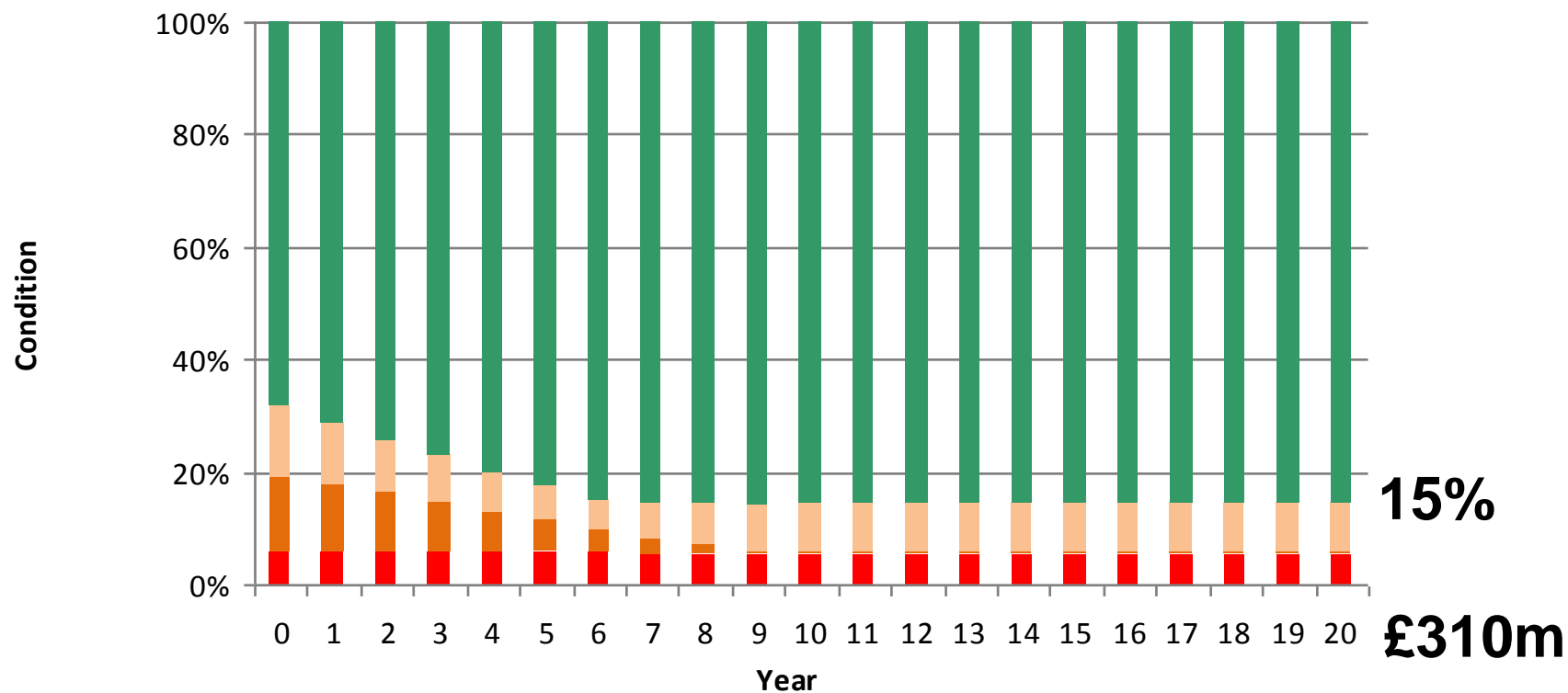
£285m

INVESTMENT OPTIONS

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OUTPUTS

20-Year Carriageway Condition Projection
10-Year Improvement Plan





INVESTMENT OPTIONS

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CONCLUSIONS ON MODELLING

Help to make judgements based on expectations on...

- Future annual investment requirements
- Condition in the medium and longer terms
- Number of 3rd party claims
- Levels of customer satisfaction

- BUT... limited in terms of targeting potholes



INVESTMENT OPTIONS

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LIMITATIONS OF RCI

“The 'one size fits all' approach of the RCI means that it is not ideally suited as a means of actually planning and prioritising maintenance.”

Source: Transport Research Laboratory report prepared for SCOTS/Transport Scotland, 2011



THE INVESTMENT STRATEGY

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What is our Investment Strategy?

The investment strategy is a customer focused strategy and advises on how capital funding is allocated so that it can improve the overall perception of our customers.

It also advises on the benefits of the current resurfacing treatment types used and the process for scheme selection.

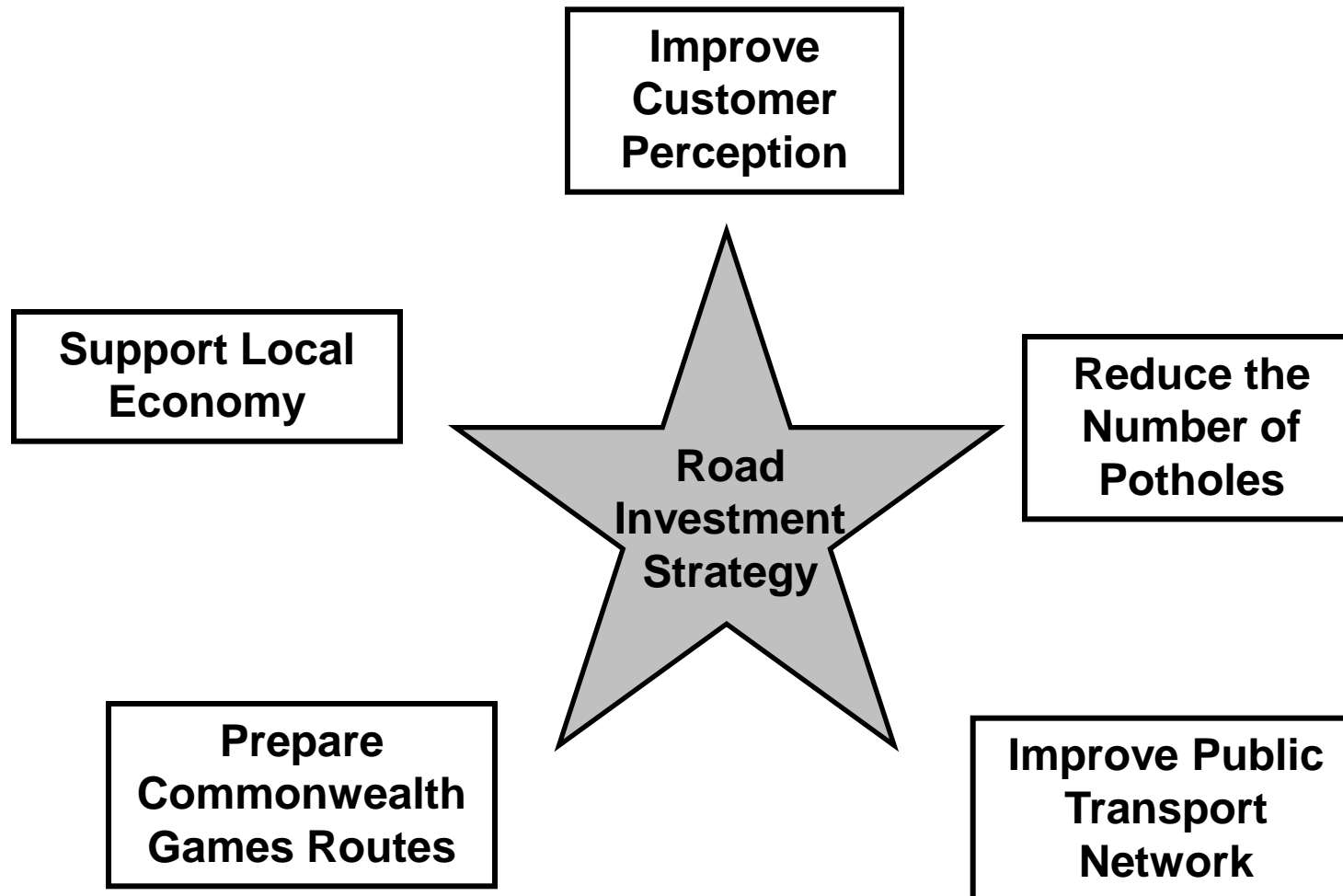
INFLUENCES ON THE INVESTMENT STRATEGY





AIMS OF THE INVESTMENT STRATEGY

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SCHEME SELECTION

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- **Amount of Funding Available**
- **Influences and Aims of Investment Strategy**
- **Financial Modelling – Breakdown of Treatments**
- **Condition Assessments**

All schemes are condition assessed using four criteria;

- **Condition**
- **Safety, financial, reputational or other risk factors**
- **Community factors e.g. is it an access to an important community facility?**
- **Strategic factors e.g. is it a quality bus corridor or a safer route to school?**



CURRENT INVESTMENT

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Glasgow City Council is Responsible for around 1700 km of Carriageways within the Road Network.

£16m was spent on road improvements in 2013/14

In 2013/14 we achieved

- **8,000** Potholes Temporary repaired
- **15,166** Permanent Carriageway Patch Repairs
- **23km** Resurfacing Schemes
- **39km** Thin Surfacing Treatment Schemes

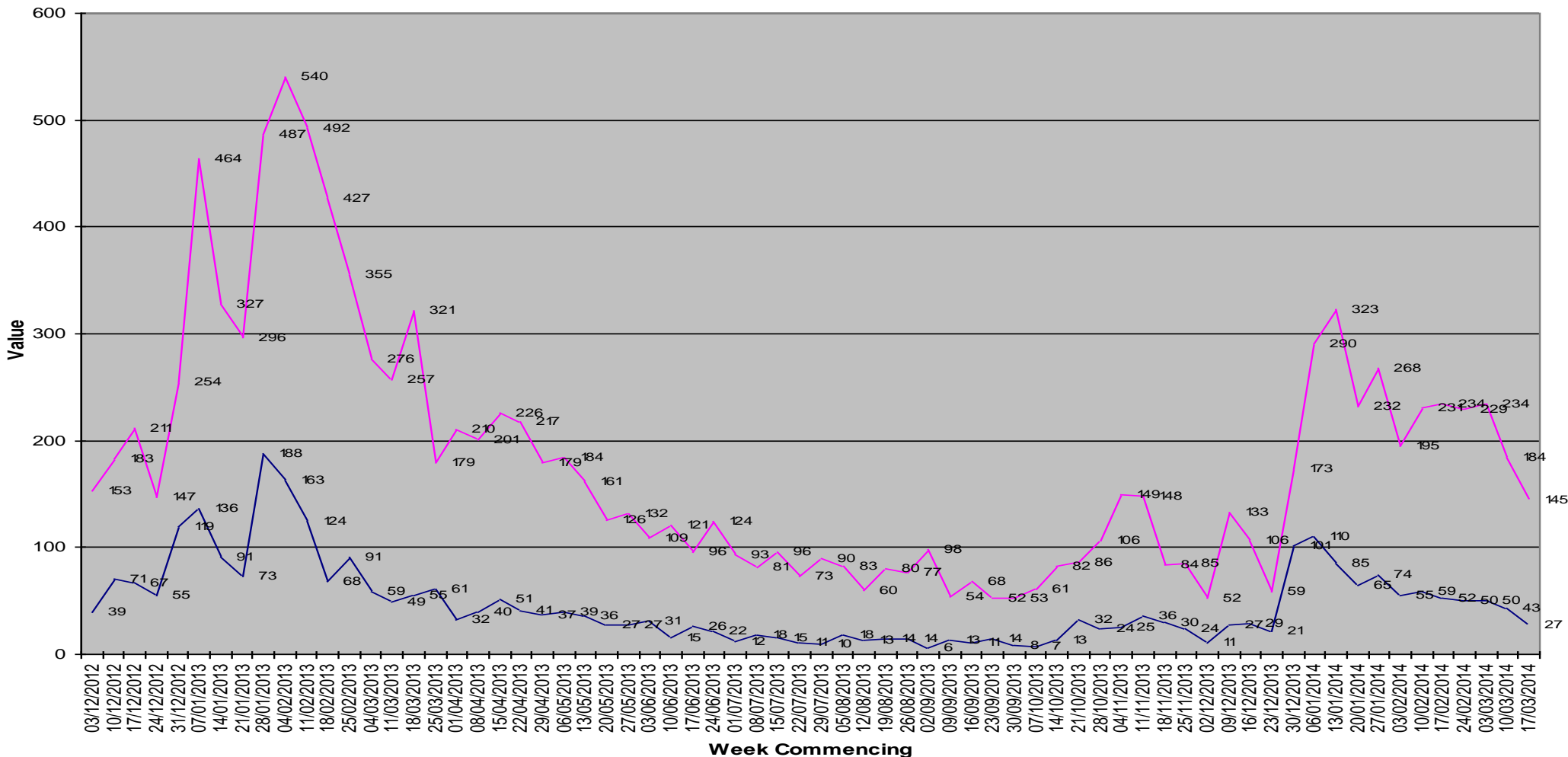


IMPACT OF CURRENT INVESTMENT

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Potholes

— Potholes (Temp Patching) — Potholes -Damage To Car





IMPACT OF CURRENT INVESTMENT

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PUBLIC LIABILITY CLAIMS

Year	No. of Claims
2011	3,335
2012	1,842
2013	1,237
2014 (Jan to March)	363

**36% Decrease in Public Liability Claims from January to March 2013
Compared to January to March 2014**



PROACTIVE Vs REACTIVE

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- Policy to undertake a minimum of a temporary repair on every reported pothole.
- Permanent Follow up repairs are programmed following a temporary repair
- £5.3m was invested in Permanent Carriageway Patching in 2013/14
- Current response times make permanent repairs difficult to carry out first time
- From 2005 to 2010 – High no. of temporary repairs vs permanent repairs
- Increase in investment has seen an increase in no. of permanently repaired potholes compared to temporary repaired.



PROACTIVE Vs REACTIVE

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Whole Life Cost Comparison

- Planned permanent repairs are better value than temporary repairs

Temporary Repair

Average Cost; £58
Service Life; 6 Months
Cost Per Year; £116

Permanent Repair

Average Cost; £232
Service Life; 15 Years
Cost Per Year; £15.47

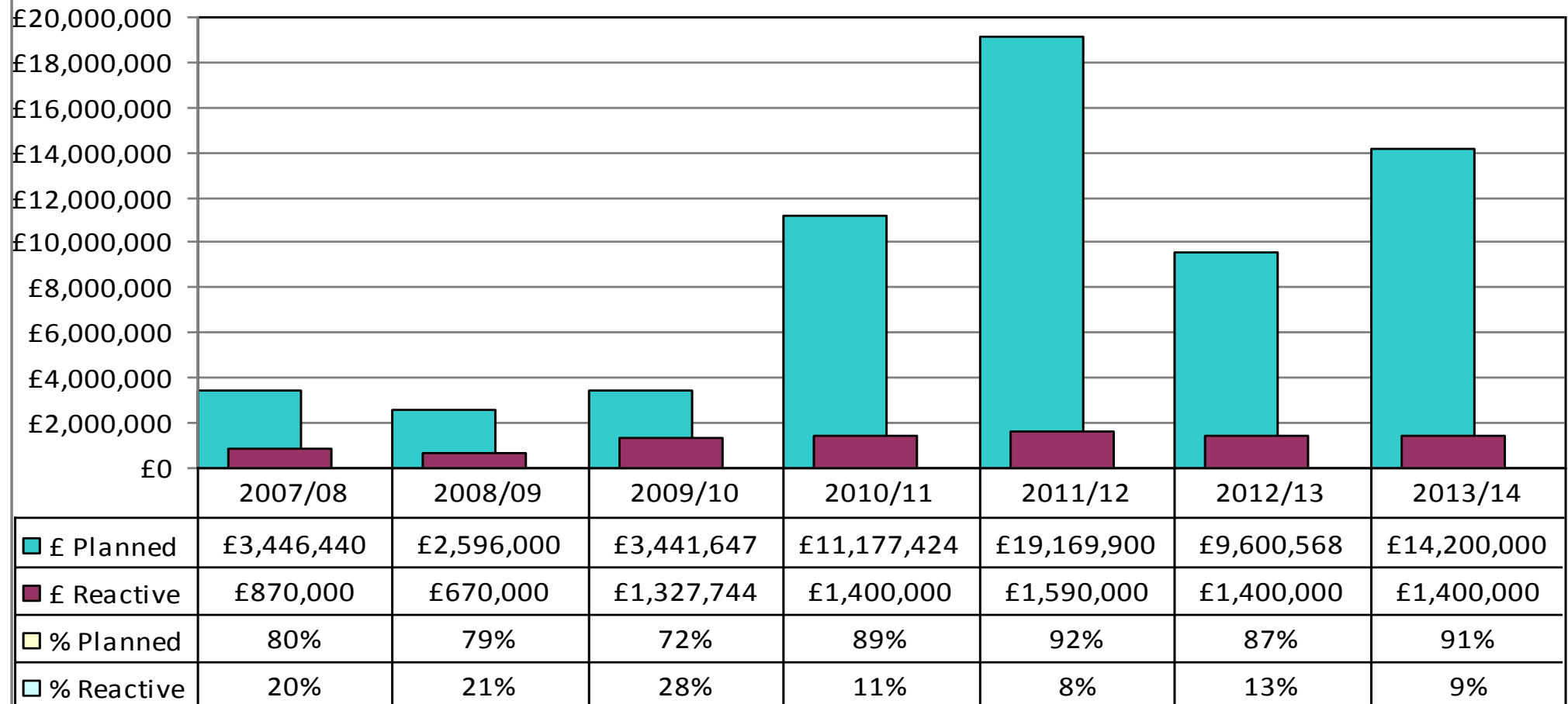
A programme of temporary repairs is unavoidable due to the following:

- Amount of funding available
- Emergencies and Category 1 defects



PROACTIVE Vs REACTIVE

Carriageway Investment 2007/08 - 2013/14





DIFFICULTIES FACING ROAD SERVICES

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- Severe Weather
- Historical Underinvestment
- Impact of Heavy Goods Vehicles and Buses
- Negative Press Articles
- Impact of Utility Works



SERVICE IMPROVEMENTS

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- **Review current response times
(West of Scotland Roads Group)**
- **Increase in Thin Surfacing Treatment**
- **Strategic Permanent Patching Programmes**

EveningTimes

NOBODY KNOWS GLASGOW BETTER

Sunday
23 March 2014
Glasgow 7.6°C

Change Location

NEWS

CELTIC

RANGERS

SPORT

ENTERTAINMENT

LIFESTYLE

OPINION

CAMPAIGN

JOBS PROPEL

City says it is winning the war on potholes

THE number of potholes being reported by the public has fallen to its lowest level in years, the city council has revealed.



Thousands of potholes have been repaired, but not this one in Cowcaddens Road



Vivienne
Nicoll
Local
government
correspondent

Monday 10/02/2014

4 Comments

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In the year to March 31, the council says it will have completed more than 15,000 permanent pothole repairs - the highest ever carried out in a 12 month period - at a cost of £5.3 million.

That has resulted in the number of claims by the public for compensation for damage to vehicles or personal injury falling by 36 %



EVENING TIMES ARTICLE

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“Our city's roads network is one of Glasgow's most valuable assets and we are **tactically targeting our resources** to give the people of Glasgow the roads they deserve.”

“Over the last three years, the local authority has **invested £45m** in a bid to improve the condition of city roads.”

“The council says it will have completed more than **15,000 permanent pothole repairs** - the highest ever carried out in a 12 month period”

“**Number of claims** by the public for compensation for damage to vehicles or personal injury **falling by 36 %**”

SUMMARY

- £109m to permanently repair all defects on the Road Network
- Current Investment below investment level required for Steady State
- An Investment Strategy that targets maximum impact of investment

This includes;

- Increased investment in permanent carriageway patching
- Increased investment in thin surfacing treatment
- Target areas that will have a positive impact on customer satisfaction

