

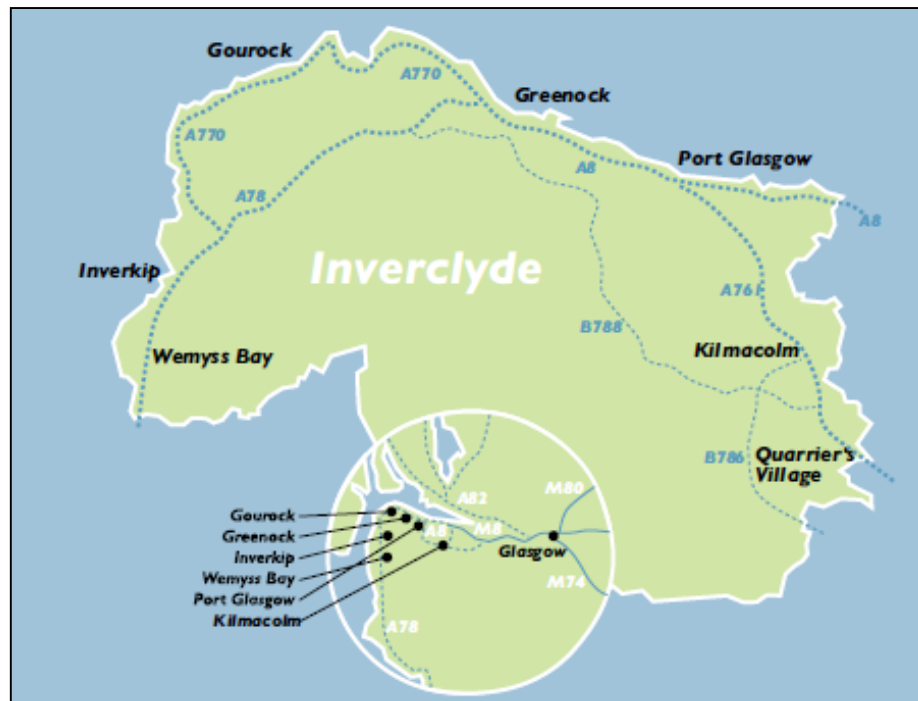
# Inverclyde Roads

APSE most improved performer 2015  
and 2016.

## About Inverclyde Council

Inverclyde Council is the unitary local authority for the area of Inverclyde in the west of Scotland, approximately 25 miles west of Glasgow on the south bank of the River Clyde.

Inverclyde includes the towns of Greenock, Port Glasgow, Gourock and the villages of Kilmacolm, Inverkip, Wemyss Bay, and Quarrier's Village. It is bordered by Renfrewshire Council and North Ayrshire Council and by the River Clyde. It covers an area of 61 square miles and has a population of 85,000.



## Some Roads Statistics

- Carriageway length 369 km
- Footway length 448 km
- Approx 10,500 gullies
- 11,750 lighting columns
- 12,300 lanterns
- 79 road bridges, 8 foot bridges, 71 culverts and 4 underpass
- 48% of the carriageway network receives precautionary treatment in winter
- 371 grit bins
- 8 traffic controlled junctions
- 20 pedestrian crossings
- Approx 700 trees

## Press Comments on Inverclyde Roads

July 2010

- Council face £25k pothole pay-out

August 2010

- Roads '**second** worst in Scotland'

January 2011

- Drivers going potty over roads

December 2011

- £11 million to fix roads in Inverclyde

March 2011

- Roads are **3<sup>rd</sup>** worst in country

January 2012

- Compensation for motorists on the rise

February 2012

- Driver's plea to fix hole-hit roads

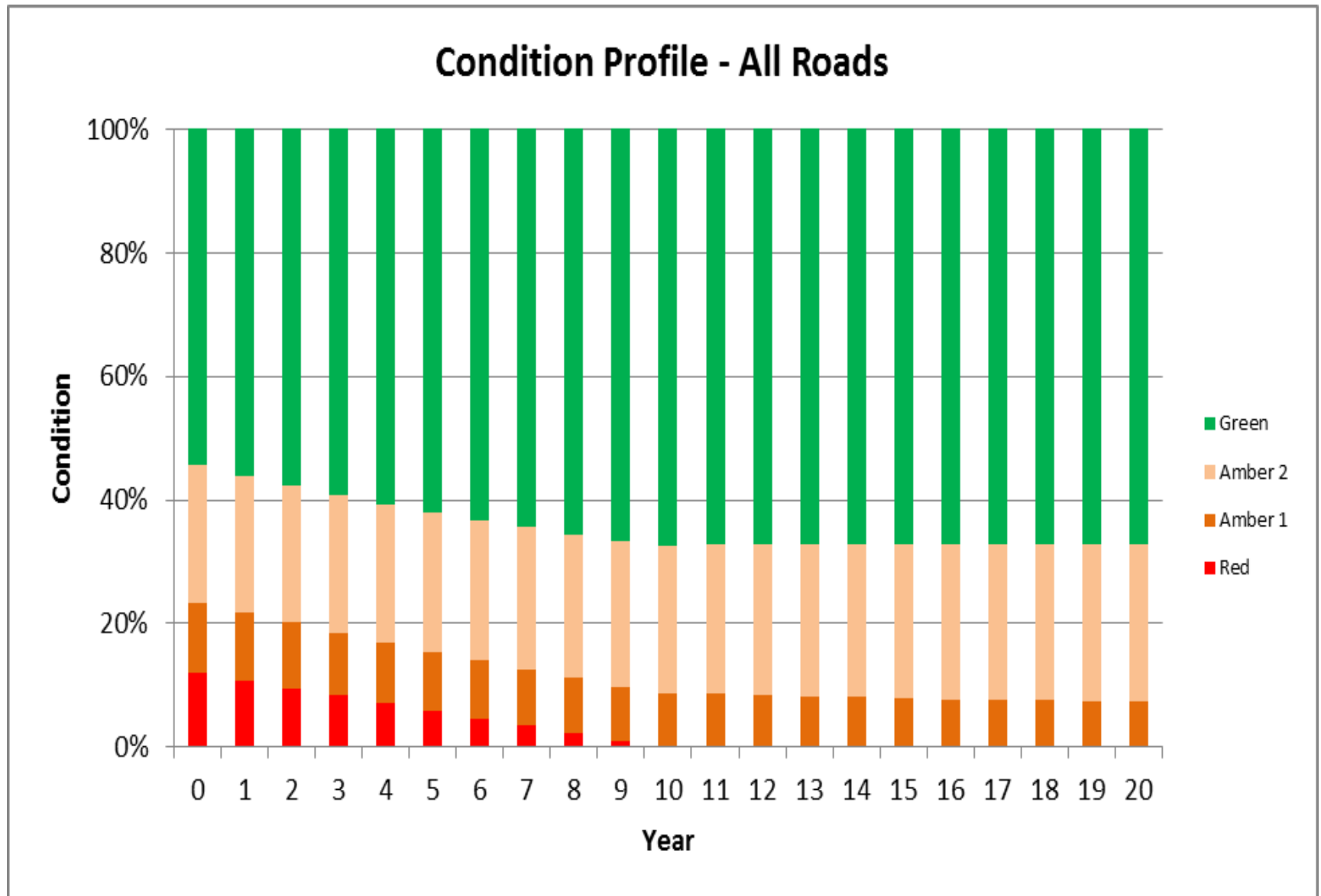
September 2012

- Roads major concern for residents

## **Timeline of Roads Investment Strategy**

- Approved at the October 2011 committee that the Environmental Services Head of Service would submit for approval a long term investment plan.
- EXP consultants given a brief towards end 2011.
- EXP commenced February 2012.
- As well as building a RAMP EXP were asked to put together an Investment Strategy to be submitted by September.
- Roads Asset Investment Strategy submitted to committee end August 2012 with 3 investment options over 5, 10 or 20 years. 10 year option was approved for carriageway, footways, lighting and structures.
- Allocated £29 million over 5 years with initial investment of £17 million over first 3 years approved.
- 61% of investment allocated to carriageway
- 11.5% allocated to footways.
- 15% allocated to lighting
- RAMP investment commenced April 2013.
- Additional staff seconded and additional temporary posts created to deliver the investment.
- First year spent developing systems and strategies to ensure the investment was delivered on time, efficiently and performance measured.
- From April 2014 a more structured approach in place to deliver a long term 3 year rolling programme.

# Projected Condition Profile Over 10 year Investment





## Road Asset Investment Strategy – Options Report

### Contents

#### [Executive Summary](#)

#### [Financial Need Projections](#)

#### [Carriageways](#)

#### [Footways](#)

#### [Street Lighting](#)

#### [Structures](#)

#### [Contingencies](#)

#### [Other Assets](#)

#### [Assets Not Included](#)

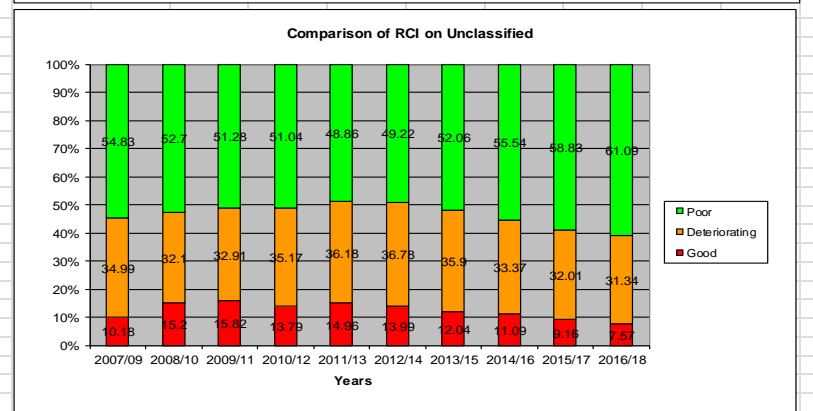
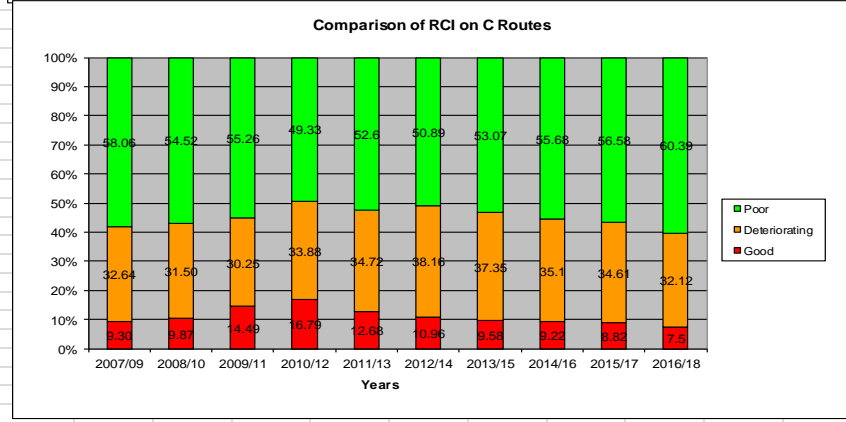
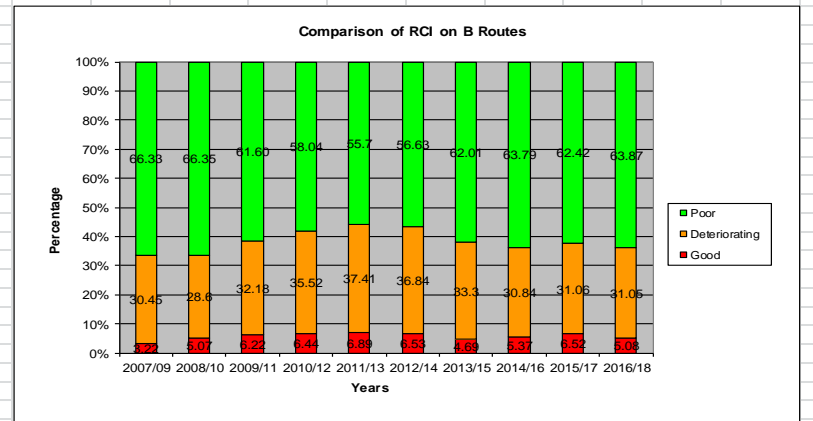
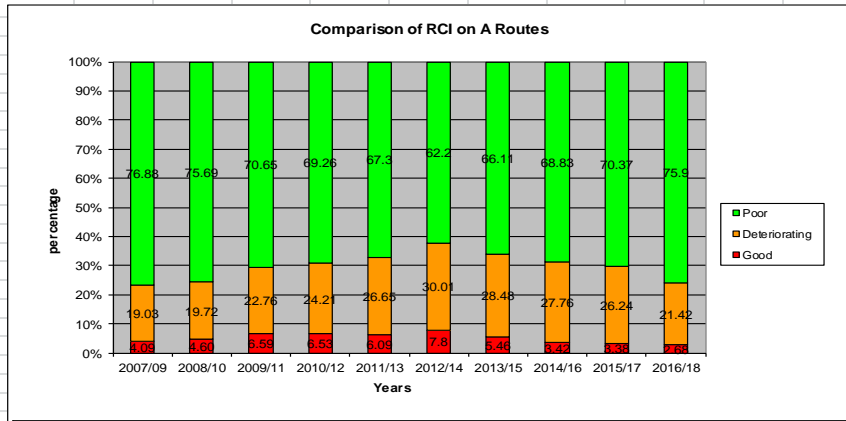
#### [Basis of Financial Need Projections](#)

|          |   |
|----------|---|
| <b>1</b> | <b>Carriageway</b>                      |
| 1.1      | Treatment Options and costs             |
| 1.2      | Treatment Lifecycles                    |
| 1.3      | Carriageway Area                        |
| 1.4      | Condition                               |
| 1.5      | Treatment Efficiency                    |
| 1.6      | Routine Reactive and Cyclic Maintenance |
| 1.7      | Renewal Investment Scenarios            |
| 1.7.1    | Maintain Current Levels of Investment   |
| 1.7.2    | Maintain Steady State Local             |
| 1.7.3    | Remove backlog over a 5 year period     |
| 1.7.4    | Remove backlog over a 10 year period    |
| 1.8      | Backlog Removal                         |
| <b>2</b> | <b>Footways</b>                         |
| 2.1      | Treatment Options, Lifecycles & Costs   |
| 2.2      | Footway Areas                           |
| 2.3      | Condition                               |
| 2.4      | Deterioration Prediction                |
| 2.5      | Budget Vs Condition Scenarios           |
| 2.6      | Current Spending Levels                 |
| 2.7      | Backlog Calculation                     |
| 2.8      | Short Term Investment Requirements      |
| <b>7</b> | <b>Recommendations</b>                  |

# Road Condition Analysis

|         | Authority | Network |       |       |       | A Roads |       |       |       | B Roads |       |       |       | C Roads |       |       |       | U Roads |       |       |       |
|---------|-----------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|
|         |           | Red     | Amber | Green | RCI   | Red     | Amber | Green | RCI   | Red     | Amber | Green | RCI   | Red     | Amber | Green | RCI   | Red     | Amber | Green | RCI   |
| 2004/5  |           | 18.25   | 39.04 | 42.71 | 57.29 | 6.27    | 25.64 | 68.09 | 31.91 | 6.89    | 30.46 | 62.65 | 37.35 | 13.48   | 37.86 | 48.66 | 51.34 | 21.27   | 41.22 | 37.52 | 62.49 |
| 2005/6  |           | 15.68   | 31.39 | 52.93 | 18.25 | 5.59    | 27.67 | 66.74 | 33.26 | 15.19   | 48.33 | 36.47 | 63.52 | 5.72    | 28.18 | 66.1  | 33.9  | 18.68   | 30.99 | 50.33 | 49.67 |
| 2006/7  |           | 25.52   | 31.26 | 43.22 | 56.7  | 5.63    | 32    | 62.37 | 37.63 | 8.52    | 47.06 | 44.41 | 55.58 | 18.22   | 36.77 | 45.01 | 54.99 | 30.25   | 28.74 | 41.01 | 58.99 |
| 2006/8  |           | 10.41   | 35.02 | 54.57 | 45.43 | 3.07    | 21.18 | 75.74 | 24.25 | 3.13    | 32.7  | 64.17 | 35.83 | 8.53    | 34.32 | 57.16 | 42.85 | 12.07   | 36.62 | 51.31 | 48.69 |
| 2007/09 |           | 9.04    | 33.40 | 57.10 | 42.90 | 4.09    | 19.03 | 76.88 | 23.40 | 3.22    | 30.45 | 66.33 | 33.40 | 9.30    | 32.64 | 58.06 | 43.70 | 10.18   | 34.99 | 54.83 | 45.3  |
| 2008/10 | 29        | 13.13   | 30.96 | 55.91 | 44.09 | 4.60    | 19.72 | 75.69 | 24.31 | 5.07    | 28.6  | 66.35 | 33.65 | 9.87    | 31.50 | 54.52 | 41.37 | 15.2    | 32.1  | 52.7  | 47.30 |
| 2009/11 |           | 14.43   | 31.80 | 53.77 | 46.23 | 6.59    | 22.76 | 70.65 | 29.35 | 6.22    | 32.18 | 61.60 | 38.40 | 14.49   | 30.25 | 55.26 | 44.74 | 15.82   | 32.91 | 51.28 | 48.72 |
| 2010/12 |           | 13.31   | 34.29 | 52.40 | 47.60 | 6.53    | 24.21 | 69.26 | 30.74 | 6.44    | 35.52 | 58.04 | 41.96 | 16.79   | 33.88 | 49.33 | 50.67 | 13.79   | 35.17 | 51.04 | 48.96 |
| 2011/13 | 29        | 13.55   | 35.42 | 51.0  | 49.0  | 6.09    | 26.65 | 67.3  | 32.7  | 6.89    | 37.41 | 55.7  | 44.3  | 12.68   | 34.72 | 52.6  | 47.4  | 14.96   | 36.18 | 48.86 | 51.1  |
| 2012/14 |           | 12.69   | 36.55 | 50.8  | 49.2  | 7.8     | 30.01 | 62.2  | 37.81 | 6.53    | 36.84 | 56.63 | 43.37 | 10.96   | 38.16 | 50.89 | 49.12 | 13.99   | 36.78 | 49.22 | 50.77 |
| 2013/15 |           | 10.80   | 35.47 | 53.7  | 46.3  | 5.46    | 28.48 | 66.11 | 33.94 | 4.69    | 33.3  | 62.01 | 37.99 | 9.58    | 37.35 | 53.07 | 46.93 | 12.04   | 35.9  | 52.06 | 47.94 |
| 2014/16 |           | 10.11   | 33.18 | 56.7  | 43.1  | 3.42    | 27.76 | 68.83 | 31.18 | 5.37    | 30.84 | 63.79 | 36.21 | 9.22    | 35.1  | 55.68 | 44.32 | 11.09   | 33.37 | 55.54 | 44.46 |
| 2015/17 |           | 8.57    | 31.96 | 59.5  | 40.5  | 3.38    | 26.24 | 70.37 | 29.62 | 6.52    | 31.06 | 62.42 | 37.58 | 8.82    | 34.61 | 56.58 | 43.43 | 9.16    | 32.01 | 58.83 | 41.17 |
| 2016/18 |           | 7.09    | 30.80 | 62.1  | 37.9  | 2.68    | 21.42 | 75.9  | 24.1  | 5.08    | 31.05 | 63.87 | 36.13 | 7.5     | 32.12 | 60.39 | 39.62 | 7.57    | 31.34 | 61.09 | 38.91 |

Please note survey scoring changed as of 2007 therefore only the figures from 2007 will give a true indication of the comparison condition of the network





## How did we manage to deliver the investment

- By developing a 3 year rolling programme to target priority areas.
- Developing programmes to include surface preservation as well as resurfacing.
- By developing in-house systems to deliver and monitor the investment.
- By allocating in-house operation resources more efficiently.
- Improving coordination
- Improve procurement of materials , plant and Services by putting in place
  - Mini comps on excel
  - Plant hire frameworks
  - Minor civil works frameworks
  - Open Tenders
  - Quick quotes



night time working contract

Calendar grid for April 2017, May 2017, and June 2017. Includes columns for days of the week and months. Rows list various streets such as Carrageways, Footways, and specific road names like Leven Road and Octavia Terrace.

Calendar grid for July 2017, August 2017, and September 2017. Includes columns for days of the week and months. Rows list various streets such as Carrageways, Footways, and specific road names like Kilmacoll Road and Douglas Hill Terrace.

Calendar grid for October 2017, November 2017, and December 2017. Includes columns for days of the week and months. Rows list various streets such as Carrageways, Footways, and specific road names like Dunvegan Avenue and Tower Drive.

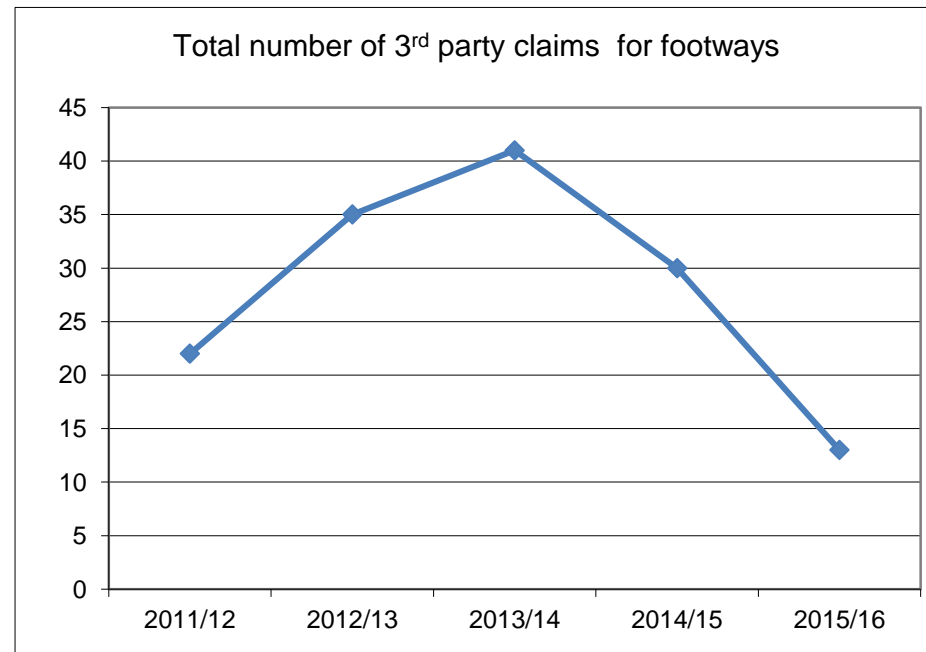
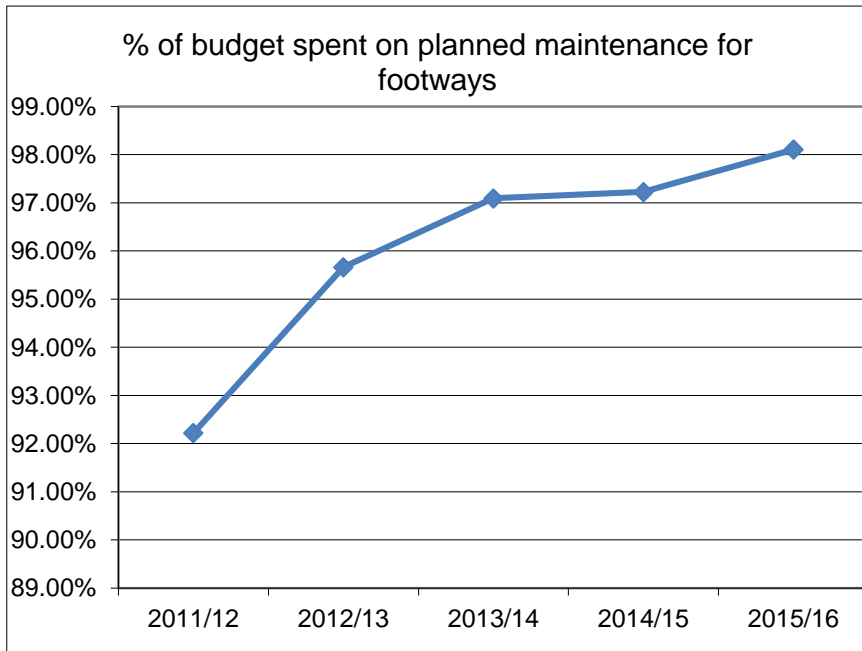
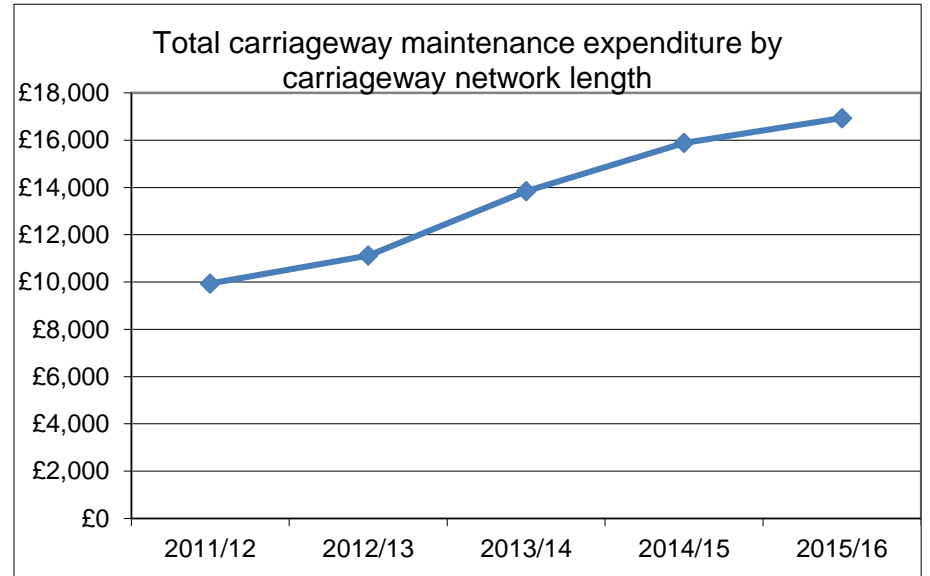
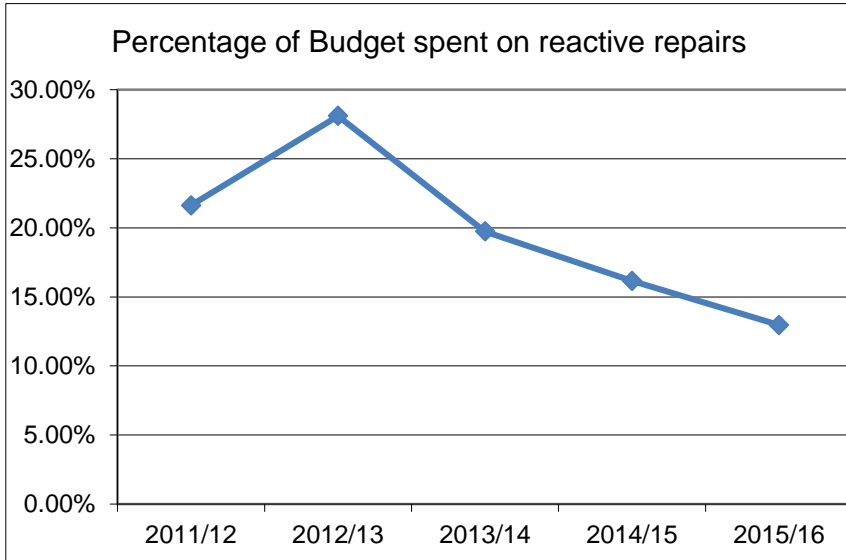
Calendar grid for January 2018, February 2018, and March 2018. Includes columns for days of the week and months. Rows list various streets such as Carrageways, Footways, and specific road names like Auchincloss Road and Balfour Avenue.



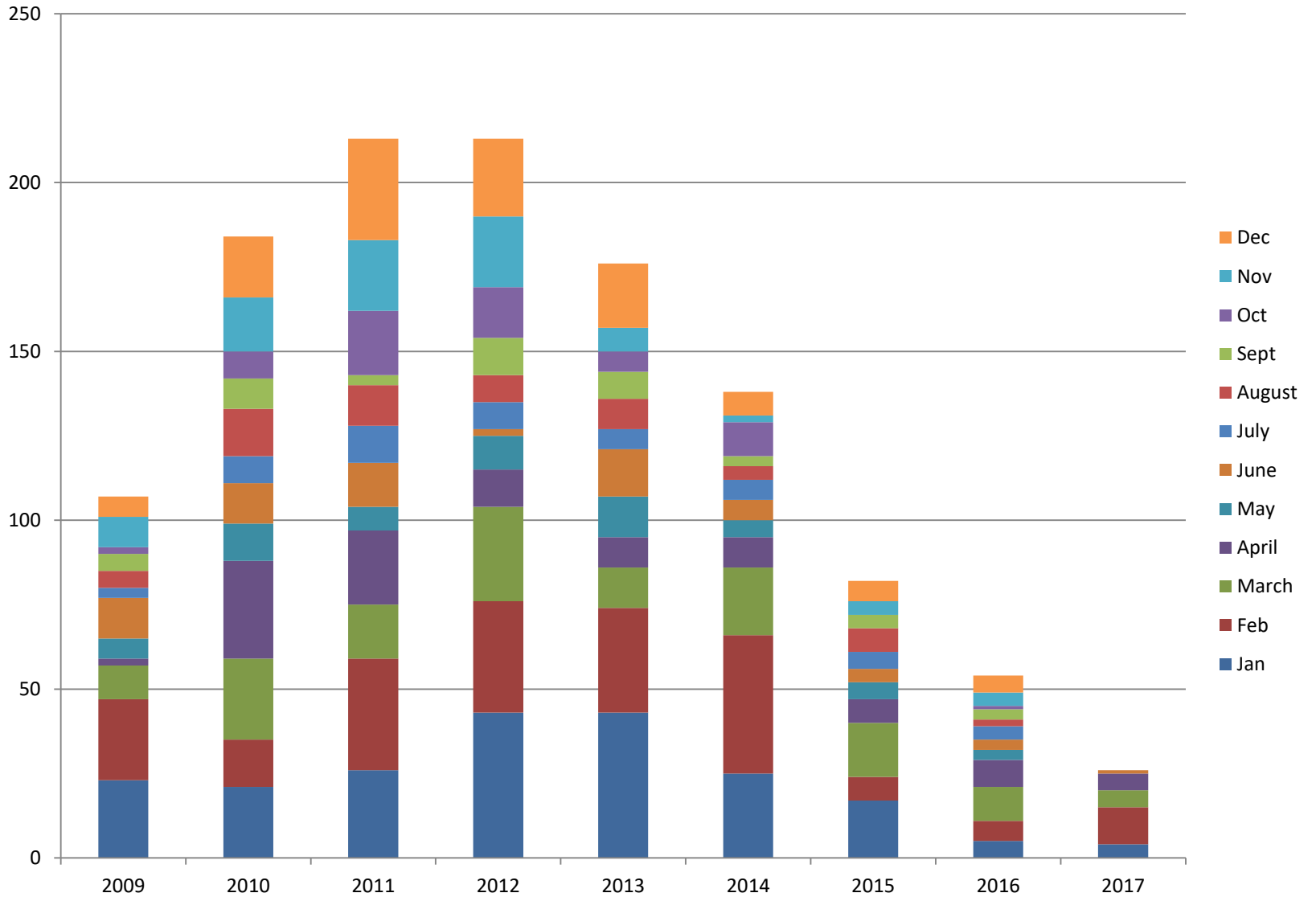
## **Other outcomes from improving through capital investment**

- Decrease in number of Cat1 and Cat2 potholes.
- Increase in percentage of potholes repaired within the timescales of the Inspection Guidance Manual
- Drop in number of claims
- Little or no bad press comments
- Improving drainage schemes, where required , prior to carrying out resurfacing works
- Better value through improved procurement schemes.

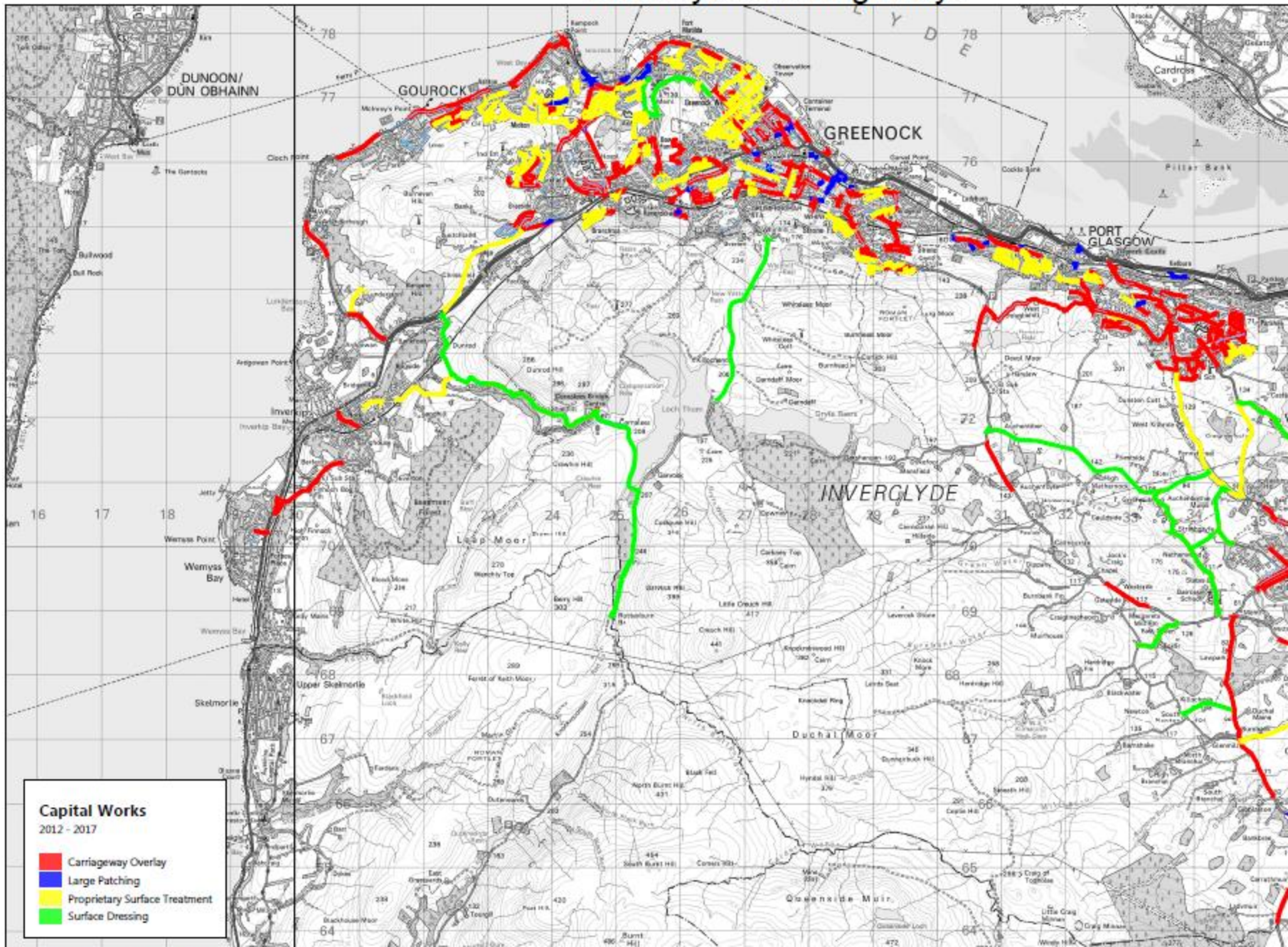
## Some information extracted from APSE returns.



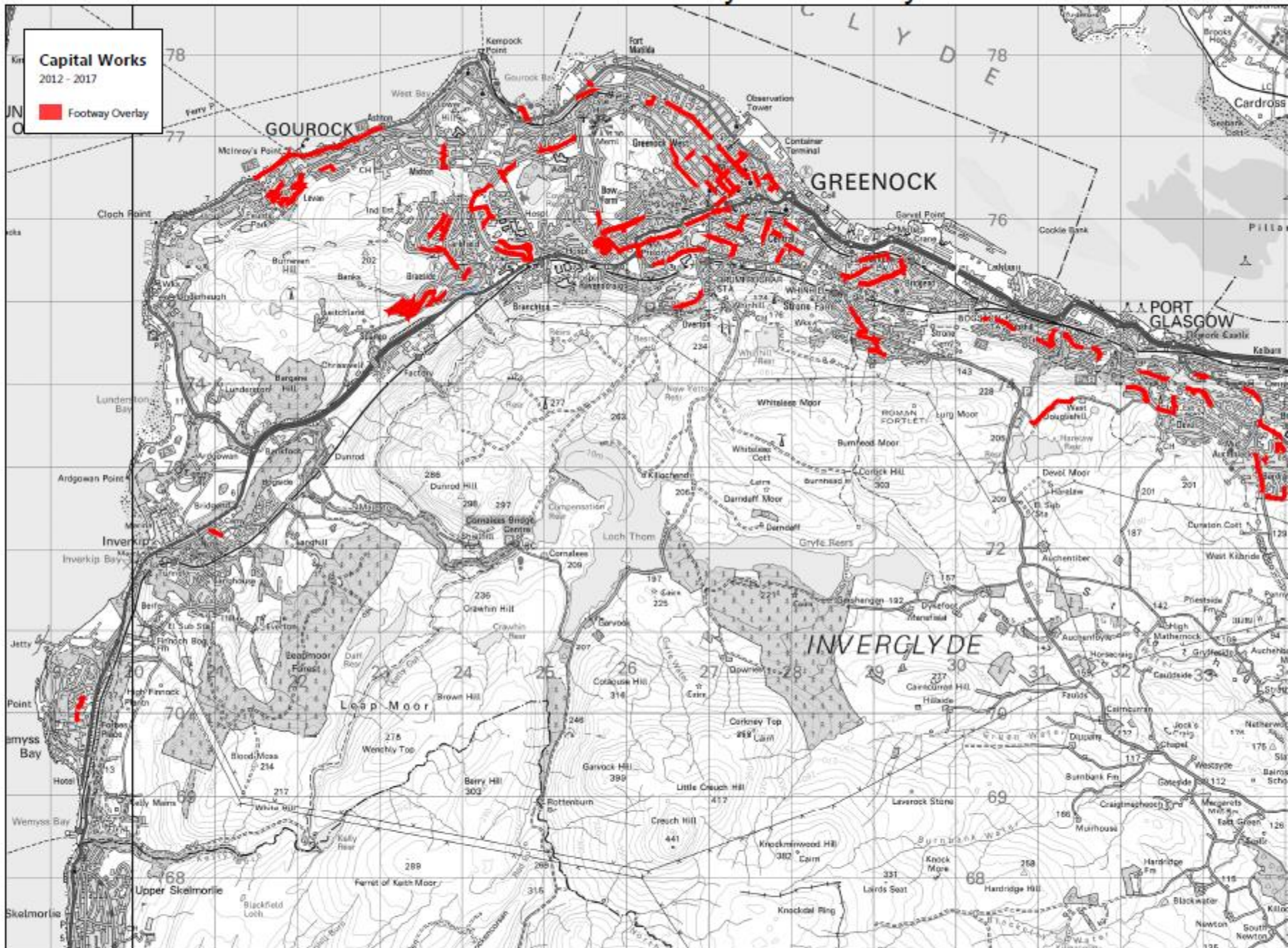
## Number of claims



# Inverclyde Carriageways



# Inverclyde Footways





## Some other statistics on capital investment in Structures and Lighting

### Lighting investment in LED replacements and column replacements

| Year    | Description   | Value            |
|---------|---|------------------|
| 2014/15 | <ul style="list-style-type: none"> <li>• Luminaire Replacement</li> <li>• Column Replacement</li> </ul> | £ 100k<br>£ 100K |
| 2015/16 | <ul style="list-style-type: none"> <li>• Luminaire Replacement</li> <li>• Column Replacement</li> </ul> | £200K<br>£100K   |
| 2016/17 | <ul style="list-style-type: none"> <li>• Luminaire replacement</li> <li>• Column replacement</li> </ul> | £ 640k<br>£ 200K |
| 2017/18 | <ul style="list-style-type: none"> <li>• Luminaire replacement</li> <li>• Column Replacement</li> </ul> | £750k<br>£1,000K |

### Structures investment in bridges, culverts and cattle grids

| Year    | Description   | Value                                 |
|---------|---|---------------------------------------|
| 2014/15 | <ul style="list-style-type: none"> <li>• Replace footbridge</li> <li>• Parapet Strengthening</li> <li>• Replace Nittingshill Bridge</li> <li>• Cattle grid replacement</li> <li>• A761 replacement</li> </ul> | £13k<br>£17k<br>£521k<br>£20k<br>£46k |
| 2015/16 | <ul style="list-style-type: none"> <li>• Parapet Strengthening</li> </ul>   | £42k                                  |
| 2016/17 | <ul style="list-style-type: none"> <li>• Parapet Strengthening</li> <li>• Remove retaining wall</li> <li>• Concrete slab over culvert</li> </ul>  | £30k<br>£30k<br>£32k                  |
| 2017/18 | <ul style="list-style-type: none"> <li>• Parapet Strengthening</li> </ul>   | £120k                                 |

## **How is the investment monitored and checked for performance?**

- Meetings are held with the Corporate Director on a 6 weekly basis to monitor the capital investment and to highlight any concerns to ensure the Service is meeting targets.
- Reports go to committee every 2 months
- Inverclyde's internal performance management system 'Inverclyde Performs' records information relating to defect management.
- There are regular financial monitoring meetings.
- CDIP's Corporate Development Improvement Plans are regularly reviewed to ensure Services are attaining outcomes.

## Where do we go from here?

- . This is the final year of the initial 5 year investment
- . EXP provided with a brief last year to prepare phase 2 of the Investment Strategy and to prepare the RAMP Maintenance Manual inline with the RAMP 2 workshops.
- . Presentation by EXP to committee with committee report offering the following options over a 5 year period from 2018-2023
  - Maintain steady state (£8.1m)
  - £7.5m Total Roads Capital Investment
  - £15m Total Roads Capital Investment
  - £22.5m Total Roads Capital Investment
  - Continue to remove the worst condition assets (£18.9m)
- . Option 3 was recommended and approved by the committee.



## Pride of Inverclyde Awards 2017

### **Chief Executive's Award: Roads, Highways and Winter Maintenance**

The Chief Executive's award is a special award presented to the individual or team the Chief Executive has chosen because of a significant contribution to service delivery in the council. This year's award was presented to the Aubrey Fawcett presents Chief Executive's award - Steve Walker and the team at roads, highways and Winter maintenance - Neil Orr, Jane Corrie, Elaine Provan, Brenda McDonald and Kevin Burns.

