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**Report to Council**

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**Date: 4 November 2010**

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**Subject: Roads & Transportation Strategy**

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**Report by: Head of Community & Regulatory Services**

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**1.0 Purpose**

- 1.1. The purpose of this report is to seek Council approval for new and updated policy documents including
- Local Transport Strategy 2010 - 2014
  - Transport & the Environment Report 2010 - 2014
  - Road Safety Plan 2010 - 2014
  - Road Traffic Reduction Report 2010 - 2014
  - Road Asset Management Plan 2010

**2.0 Recommendations**

- 2.1. The Council is recommended to approve the Local Transport Strategy 2010 - 2014 including its supporting documents:-
- (i) the Road Safety Plan 2010 - 2014
  - (ii) the Road Traffic Reduction Report 2010 - 2014
  - (iii) the Transport and The Environment Report 2010 - 2014
  - (iv) the Road Asset Management Plan 2010 - 2011

**3.0 Background**

- 3.1. The Scottish Government's National Transport Strategy (NTS) states that local authorities will be key partners in delivering the strategic outcomes of the NTS "by working together to deliver national, regional and local strategies that integrate with each other".
- 3.2. The Local Transport Strategy 2010 - 2014 (LTS) fulfils this function and builds on the previous local transport strategy which covered the period 2006 - 2009. The LTS looks to how the transport network will develop and be maintained over the next four years and beyond. It will underpin local roads and

transportation and land use planning decisions and considers national and regional transport strategies. The LTS incorporates the Road Safety Plan, the Road Traffic Reduction Report and the Transport and the Environment Report. The other key supporting document is the Roads Asset Management Plan (RAMP) which is the main driver in the future maintenance and management of the overall road network.

- 3.3. The LTS has been subject to Scottish Transport Appraisal Guidance (STAG) and Strategic Environmental Assessment (SEA). The Strategy has been offered for consultation to the public and interested organisations through a variety of median.
- 3.4. National targets for 2010 for road casualty reductions were set by the Scottish Executive in 2000 in 'Tomorrow's roads – safer for everyone'. This was revised by the Scottish Government's 'Scotland's Road Safety Framework to 2020' which sets out challenging casualty reduction targets from 2010 to 2020. Whilst our Road Safety Plan has been developed for the period 2010 - 2014, it demonstrates how Clackmannanshire is currently contributing towards the current 2010 national targets and sets out how we will contribute to the 2020 targets.
- 3.5. The Road Traffic Reduction Report sets out traffic growth trends and targets for traffic reduction within Clackmannanshire.
- 3.6. The Transport and the Environment Report sets out the environmental baseline and environmental aims incorporated in the LTS.
- 3.7. The Council's first Road Asset Management Plan 2010 has been produced using a framework common across all Scottish Councils and is the starting point aimed at providing a platform for the ongoing development of formal asset management practices within roads & transportation. The baseline for road condition has been assessed by the Scottish Road Maintenance Condition Survey (SRMCS).

#### **4.0 Considerations**

- 4.1. In October 2006 Clackmannanshire Council approved its Local Transport Strategy 2006 - 2009 including the Road Safety Plan, Road Traffic Reduction Report and Transport and the Environment Report, which set out the approach the Council would take to improve transport and associated infrastructure in the local area. These documents are key delivery plans and strategies of the Council's Corporate Plan.
- 4.2. Although there is no statutory obligation to produce a local transport strategy, the Scottish Government's 'National Transport Strategy' strongly encourages the production of local transport strategies for each Council's area. Further, the Council has a statutory responsibility under the Road Traffic Reduction Act 1997 to prepare and update the Road Traffic Reduction Report. Implementing the Local Transport Strategy 2010 – 2014 will allow us to meet the requirements of the Act and support national and regional transport and road safety strategies, policies and objectives.

- 4.3. During the period of the last LTS, Clackmannanshire experienced a period of localised economic growth preceding the current national downturn. As we move forward into the next four year period we must continue to support and develop the Council's roads and transportation infrastructure within the resources that will be available to the Council. The latest LTS builds on our successes and in particular on the impacts of the key projects delivered during 2006 - 2009 such as the Stirling-Alloa-Kinross Railway, Clackmannanshire Bridge, improvements to the national and local cycle network and major road improvements.
- 4.4. It is vital that our roads and transportation network is in a position to support the economy. We are looking to continue to develop the transport network in such a way as to facilitate the free movement of people and goods by a choice of modes that are safe, accessible and well integrated. By developing our transport infrastructure and provision efficiently and in a sustainable manner we can create an accessible and inclusive transport network that supports an attractive, vibrant community encouraging economic prosperity whilst improving health and protecting the environment.
- 4.5. The main actions in the LTS are aligned with the Council's Corporate Priority Outcomes. Over the five year period of this LTS the Council will aim to;
- carry out a programme of critical carriageway improvement works
  - continue its programme of street lighting improvements
  - provide footway and pedestrian focussed improvements to provide full access to local services and to accord with the Disability Discrimination Act 2005 and the upcoming Equality Act (2011)
  - implement road safety projects such as, re-alignment of the A91 bends east of Tillicoultry and 20 mph limits on residential streets
  - continue the expansion of the local cycle network including the completion of the National Cycle Route (Dunfermline - Alloa - Stirling) and improvement of the Devonway and Hillfoots routes
  - strive to manage the integration of Forth Valley College and other large commercial and residential developments into our existing communities and travel network
- 4.6. The road network is one of the most valuable community assets under local authority control. It is vital to the economic well being of the nation and contributes significantly to the Scottish and UK economy. There is growing concern nationally that these vital and valuable assets are not receiving the funding required to maintain them to a standard fit for purpose.
- 4.7. The Scottish Road Maintenance Condition Survey has collected data on the condition of Scotland's roads since 2002. The survey data allows a Council Road Condition Indicator (RCI) to be calculated. The data is collected as part of a Scotland wide contract arranged by the Society of Chief Officers of Transportation in Scotland (SCOTS) covering all 32 Councils. The survey is machine based, eliminating subjective assessment, and is subject to stringent independent audit and quality assurance checks.

- 4.8. The measurements from the surveys are translated to indicate sections of road that are either:
- Red (in need of structural maintenance),
  - Amber (needing investigation for possible treatment), or
  - Green (generally satisfactory although isolated defects may still exist).
- 4.9. The Statutory Performance Indicator for the condition of roads is the percentage of the network in the Red and Amber categories. An increase in the figure indicates deterioration and a decrease indicates improvement. While the survey data is collected on an annual basis, the RCI is derived using the survey data collected over the two previous years to minimise any potential variation between surveys.
- 4.10. The results of the 2008 - 2010 surveys are as follows:-

Overall Network (All classification of roads)

	RCI
National Average	36.1%
Clackmannanshire	37.8%
Change since 2007-09	+0.9%

Council RCIs vary from 25.6% to 55.3%.

Clackmannanshire's overall RCI is slightly above (worse) than the national average and has shown a deterioration in condition between 2007-09 and 2008-10 of 0.9%.

A Class Roads

Clackmannanshire's A Class roads are in significantly better condition than the national average but almost a quarter (23.9%) are considered in need of maintenance or further investigation. They have deteriorated by 1.1% since 2007-09.

B Class Roads

B Class roads are in slightly better condition than the national average but around a third (32.5%) are in need of maintenance or further investigation. They have deteriorated by 1.7% since the 2007 - 09 survey.

C Class Roads

Clackmannanshire's C Class roads equate to the same condition as the national average though they have shown a marked improvement (3.6%) since the last survey.

Unclassified Roads

Clackmannanshire's Unclassified roads are in significantly worse condition than the national average and have shown a deterioration of 1.5% since the last survey.

- 4.11. The output from the survey indicates that road condition in Clackmannanshire is deteriorating on all classes of road except for C Class. The better condition of the A & B class roads reflects the strategy of allocating the majority of the available funding to the more heavily trafficked strategic roads.
- 4.12. It should be noted that the SRMCS 2008 - 2010 was completed prior to the 2009 - 10 winter and so does not take account of the significant damage caused to roads by the prolonged severe weather.
- 4.13. A model to analyse the survey data was developed jointly by the survey contractor and a team of engineers representing the Scottish local authorities.
- 4.14. The measurements from the survey were used in the model to determine nationally and for each Council :-
- the value of the backlog in road maintenance,
  - the budget needed to maintain roads in their present condition,
  - the outcome of different budget allocations.
- 4.15. The budget required to eliminate the structural maintenance backlog in Clackmannanshire is in excess of £14.25 million albeit 60% of the network consists of unclassified roads (housing estate and minor rural roads) and these are considered a lower priority than A, B & C class roads.
- 4.16. The report highlights that the annual structural maintenance budget required to simply maintain all of Clackmannanshire's roads in their present condition is £1.6million. The current allocation is £0.9million and this expenditure is targeted at A,B & C class roads which account for 40% of the network and which are considered a priority.
- 4.17. Continuation of current investment levels in the structural maintenance of roads will see the Council's roads continue to deteriorate and the RCI for Clackmannanshire will exceed 50% within 8 years (currently 37.8%).
- 4.18. Priorities for investment on roads infrastructure will be:-
- Roads
- Treating defects which carry a risk to life & limb.
  - Surfacing of the busiest strategic roads highlighted by SRMCS.
- Footways
- Treating defects which carry a risk to pedestrians.
  - Upgrading concrete slabbed footways to blacktop.
  - Resurfacing the most heavily used footways.
- Bridges
- Ensuring bridges on the strategic road network are capable of carrying the necessary vehicle loading.
- Street Lighting
- Replacement of older columns on safety grounds.
  - Improvement in lighting levels to current standards.

- 4.19. Consultation on the LTS commenced by engaging the public and interest groups at an early stage. This included a public opinion questionnaire, public engagement and key stakeholder events. The outcomes of these consultation exercises have guided the development of the strategy.
- 4.20. In the absence of the strategy it will be difficult for Clackmannanshire Council to secure funding from the Scottish Government or other external organisations. If these funding streams are lost we would have to resort to a 'maintain at minimum standards' course of action. The Council will require to make efforts to procure additional funding from other sources to pursue some of the more ambitious or long-term aspirations together with reviewing established transport related subsidies to address more immediate priorities.
- 4.21. The Clackmannanshire Council Local Transport Strategy, Road Safety Plan, Road Traffic Reduction Report and Transport and the Environment Report 2010 – 2014 and the Road Asset Management Plan 2010 are available to view in the group rooms for Members.

## 5.0 Sustainability Implications

- 5.1. Transport is the second largest source of emissions, contributing 17% of the total. Transport should be one of the Council's priorities in its drive to reduce the impact on the local and national environment. The Local Transport Strategy sets out aims, policies, objectives and actions aimed at reducing the need to travel and promoting alternative and sustainable travel.

## 6.0 Resource Implications

### 6.1. *Financial Details*

- 6.2. The full financial implications of the recommendations are set out in the report. This includes a reference to full life cycle costs where appropriate. Yes

### 6.3. *Staffing*

- 6.4. Roads and Transportation can monitor and update the Local Transport Strategy from within its present staff levels.

## 7.0 Exempt Reports

- 7.1. Is this report exempt?    Yes  (please detail the reasons for exemption below)    No

## 8.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities 2008 - 2011** (Please tick )

- The area has a positive image and attracts people and businesses
- Our communities are more cohesive and inclusive
- People are better skilled, trained and ready for learning and employment
- Our communities are safer
- Vulnerable people and families are supported
- Substance misuse and its effects are reduced
- Health is improving and health inequalities are reducing
- The environment is protected and enhanced for all
- The Council is effective, efficient and recognised for excellence

(2) **Council Policies** (Please detail)

Corporate Plan 2008 - 2011

The area has a positive image and attracts people and businesses  
Key Action - Implement the Local Transport Strategy

Our communities are safer  
- Improve road safety  
Key Action - Implement the Local Transport Strategy

The environment is protected for all  
- Reduce car use and increase the proportion of journey undertaken by public or active travel  
Key Action - Implement the Local Transport Strategy

**9.0 Equalities Impact**

9.1 Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?

Yes  No

**10.0 Legality**

10.1 In adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes

**11.0 Appendices**

11.1 Please list any appendices attached to this report.

none

## 12.0 Background Papers

12.1 Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered)

Yes  (please list the documents below) No

### Author(s)

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### Approved by

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