

**REPORT TO:** Policy and Performance Review Committee

**MEETING DATE:** 15 December 2022

**BY:** Executive Director for Place

**SUBJECT:** Roads Asset Management –  
Annual Status and Options Report 2022

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## **1. PURPOSE**

- 1.1 This purpose of the report is to present a summary of the council's road assets status as of financial year 2021-22. It:
- describes the status of the asset, its current condition, and performance;
  - defines the value of the assets;
  - details the service that the asset and current budgets are able to provide;
  - presents the options available for the future.
- 1.2 In accordance with the Chartered Institute of Public Finance and Accountancy (CIPFA) Code of Practice on Transport Infrastructure Assets, road assets are split in to 6 distinct Asset Groups: Carriageways; Footways and Cycleway; Street Lighting Status; Structures; Traffic Management Status and Street Furniture.
- 1.3 This report advises on Carriageways, Footways, Street Lighting, Traffic Management Systems, Electric Vehicle (EV) Charging Points and Structures, that are referenced in Appendix A - Status and Options Report 2022.

## **2. RECOMMENDATIONS**

- 2.1 To note the content of the report.
- 2.2 To note Officers' recommendation of investment for each of the assets covered within the report.

### **3. BACKGROUND**

- 3.1 East Lothian Council in conjunction with the Society of Chief Officers for Transportation Scotland (SCOTS) have commissioned Atkins to assist in the development of an Asset Management Framework. Atkins will assist with the delivery of a structured approach to Roads Asset Management Planning, in line with Central Governments financial reporting requirements. It will also be compliant with International Financial Reporting Standards (IFRS) and meet the needs of Whole of Government Accounts (WGA).
- 3.2 This report complements the Road Asset Management Plan (RAMP). It provides information to assist with budget setting for the Roads Infrastructure Asset Groups.
- 3.3 The status of the Asset Group is provided in terms of current condition, investment options, outputs that are deliverable and the standards being achieved.
- 3.4 The report considers the following options:
- No investment;
  - A continuance of current funding levels;
  - The predicted cost of maintaining current condition;
  - An investment for condition improvement (carriageways only).
- 3.5 The report adopts the ethos of long-term forecasts as Road Assets deteriorate slowly. The impact of a level of investment cannot be shown by looking at the next couple of years. The report includes 20-year forecasts to enable decisions to be taken with an understanding of their long-term implications.
- 3.6 To reflect continuing budgetary pressures the report contains an assessment of the impact for each option presented. In some instances, however, the level of detail of assessment is currently hindered by an absence of data. Commentary on data accuracy is provided in Appendix A.

#### **Carriageways**

- 3.7 Although the recent condition shows an improvement on the previous year, the Carriageway long-term condition trend suggests a 'steady state' picture (Fig 1.2).
- 3.8 The costs of Planned Maintenance – Corrective Treatments, in particular Carriageway Reconstruction, are prohibitive. A Preventative Treatment approach should mitigate the need to invest significantly, if interventions are timed appropriately. Short-term under-investment could result in major long-term expenditure necessary to rectify major defects, which could have been addressed earlier.

- 3.9 This is borne out by the fact that current investment in the Asset is decreasing. With inflationary material and labour costs, increased health and safety and design costs, material investment on the ground has reduced and this will only become more exasperated with budgets diminishing adding pressure to keep roads in a safe condition. However, through careful management of resources and the adoption of a Preventative Maintenance Strategy, a slower deterioration of the Asset can be achieved, provided we have sufficient investment.
- 3.10 In monetary terms, this is described as the Annualised Depreciation (ADC) of the Asset currently calculated to be £10,102,436.
- 3.11 Furthermore, the effects of the Covid pandemic and the postponement of critical planned maintenance works along with the severe winter weather conditions will have an effect on the road condition. If a significant investment is not made within the following years then we are to expect an accelerated decline in the carriageway asset condition.
- 3.12 An analytical assessment of Carriageway Options provides a review of potential treatment strategies, and considering the evidence, it is recommended that East Lothian Council adopt **Option 4 Improvement**.
- 3.13 This Option recommends that the council increase its investment while maintaining the preventative maintenance strategy in order to best utilise the monies available. Current level of investment is £3.9m and we recommend £5.57m.

### **Footways**

- 3.14 Footway survey data is over 5 years old will require updating. However, Covid has prevented this from happening. To address this, a full footpath DVI assessment should be undertaken in 2023, and going forward a more regular assessment of the footpath network condition will be required annually to understand and monitor deterioration over the longer term.
- 3.15 Only 3% of footways are regarded to be Condition 4 – Major deterioration (Figure 2.2).
- 3.16 Investment in 2021/22 is below the steady state figure and this also includes cycle / footpath improvements that have been invested on existing infrastructure. The annualised depreciation of the footway asset is calculated to be £2,302,743. (Table 2.1)
- 3.17 An analytical assessment of Footway Options (Section 2.1) provides a review of potential treatment strategies. It is recommended that East Lothian Council adopt **Option 4 – Minimising Deterioration**.
- 3.18 This Option will remove major deterioration (condition four) in year one, reduce minor deteriorated footways (condition three) and potentially aid in data collection. Current level of investment is £800k and we recommend £1.3m.

## Street Lighting

- 3.19 East Lothian Council as the Roads Authority currently maintain 18,501 street lighting columns. There is currently a high growth in the street lighting asset base due to the upturn in housing land development. Approximately 2000 assets are currently in the adoption pipeline, with more to follow every year.
- 3.20 The number of Street Lighting Columns that have exceeded their expected service life (ESL) is currently 5,512. These columns are painted mild steel construction and the majority are suffering from signs of advanced corrosion. Maintenance budgets are concentrated on replacing these units.
- 3.21 There are no Street Lighting Luminaires, which have exceeded their ESL, 95% of units have been converted to LED however 5% of existing assets still utilise high-energy consumption technology. These will be converted to LED over the next two years subject to sufficient funding being made available.
- 3.22 Investment in the Street Lighting stock has increased over recent years, but is well below the annualised depreciation value (ADC), leaving an annual maintenance backlog of column and luminaire renewal.
- 3.23 Energy costs are expected to increase despite mitigation by procurement arrangements and the installation of LED luminaires. Wholesale energy prices are determined by the marketplace, which is influenced by the mix of power generating options, renewables, energy security, network growth, investment and regulations make the energy landscape difficult to predict. Consequently, a pessimistic bias should be used to forecast costs.
- 3.24 An assessment of Street Lighting Columns and Luminaire renewal options provides an overview of potential treatments and strategies. It is recommended that East Lothian Council adopt **Option 3 for Column renewal of £2m p.a. and Option 2 for Luminaire renewal of £300,000.**

## Traffic Management Systems

- 3.25 The Traffic Management System Assets have increased by more than 10% in the last 5 years.
- 3.26 The majority of Traffic Signal equipment is within their expected service life. The ones that have exceeded their expected service life have been inspected and their working condition is considered satisfactory.
- 3.27 The annualised depreciation of the Traffic Management System asset is calculated to be £108,800 (Table 4.1).
- 3.28 An assessment of Traffic Management Systems Options provides an overview of potential strategies. It is recommended that East Lothian Council adopt **Option 1 - Current Level of Investment of £70,000.**

3.29 A programme of replacing existing incandescent traffic signals with energy-efficient LED units is underway. Based on the current level of investment 5 sites per year will be upgraded until all are swapped out, which will take approximately six years. The replacement programme is going to provide significant benefits:

- Over 75% savings in energy and carbon
- Reduced maintenance – no need for regular bulb cleaning or replacement
- LED units provide improved visibility in all conditions
- Extends the life of your existing infrastructure by 10 - 15 years

### **EV Charging Points (Street Furniture)**

3.30 There is currently a high growth in the EV Charging Point Assets through funding obtained from different organisations including, Transport Scotland and the Office of Zero Emission Vehicles (OZEV).

3.31 All chargers are inspected and serviced annually. All assets are covered by warranty and maintenance packages, they are therefore in a very good condition.

3.32 All chargers will be managed to remain in a safe, operable condition for a minimum of 10 years from date of installation, in order to be compliant with the 100% Grant Funding conditions.

3.33 While existing tariffs cover energy and maintenance cost will have to consider revenue cost for renewal at end of life when grants are finished.

### **Structures**

3.34 There has been no growth in Road structures assets in the last 5 years. There are a small number of additional structures coming on line; mostly minor culvert structures as part of housing developments with roads submitted for adoption. A new structure supporting the A1 is currently under construction as part of the QMU/A1 junction improvement scheme.

3.35 The service life of structures asset is generally significantly longer than other road assets and may only require cyclic, damage corrections or localised interventions. Complete asset replacement is rare, typically one bridge a year.

3.36 The annualised depreciation of the structures asset is calculated to be £670,719.

3.37 An assessment of Structures Options provides an overview of potential strategies. It is recommended that East Lothian Council adopt **Option 1 - Current Level of Investment £250,000 per annum.**

## **4 POLICY IMPLICATIONS**

- 4.1 The report supports East Lothian Council Climate Change Strategy, reduce emissions and create an increasingly sustainable East Lothian.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Construction material prices rose for 11 of the 12 months in 2021 and prices have continued to soar during 2022. The consequences of Russia’s invasion of Ukraine have joined forces with a surge in demand for construction products, Ofgem’s permitted energy price hikes, high inflation, the ramifications of Brexit and fall-out from Covid-19 to substantially increase construction material prices. The substantial cost increases experienced mean that we are unable to carry out as much work for the same money. The majority of the material spend is on bituminous materials for carriageway and footway resurfacing / repair works; this alone has seen an increase of between 20% and 30% during this period.
- 6.2 Personnel – none.
- 6.3 Other – none.

## **7 BACKGROUND PAPERS**

- 7.1 None.

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<b>DATE</b>	October 2022

# **ROADS INFRASTRUCTURE**

## **Appendix A**

### **Status and Options Report 2022**

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## 1.0 CARRIAGEWAY STATUS

### Road Length

A Class Roads	117.5 km
B Class Roads	167.6 km
C Class Roads	200.1 km
Unclassified Roads	587.4 km

(as of April 2020)

### Road Condition

The condition of the Roads is measured by the Scottish Road Maintenance Condition Survey (SRMCS) that assesses parameters such as, ride quality, rut depth, intensity of cracking, texture depth and edge condition. This provides an indication of the residual life of the road structure.

The Road Condition Index (RCI) is a measure of the percentage of our roads that require attention.

Green - an RCI score <40 - where the carriageway is generally in a good state of repair;

Amber - an RCI score ≥40 and <100 - where some deterioration is apparent which should be investigated to determine the optimum time for planned maintenance treatment;

Red - an RCI score ≥ 100 - where the carriageway is in poor overall condition which is likely to require planned maintenance soon (ie within a year or so).

The RCI graph (Figure 1.2) shows the trend over the last years, overall condition in Blue and poor RCI in Red.

Historically investments in Roads across the UK has been low, which has an impact on the overall condition of the Road Network.

### Road Valuation

The Gross Replacement Cost and Depreciation Values for the carriageway can be seen in Table 1.1 (2019 figures). The annualised depreciation of £10.102m represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.



Figure 1.1

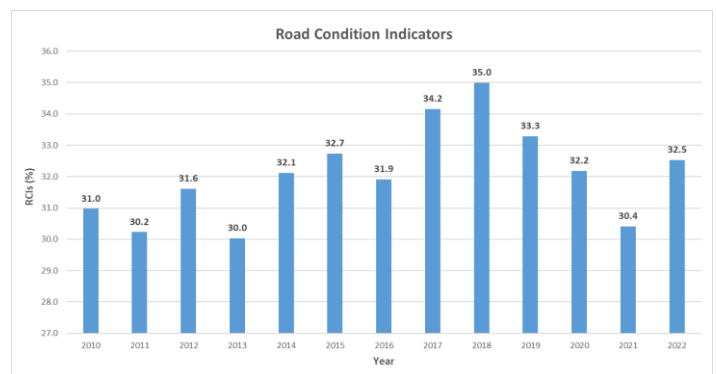


Figure 1.2

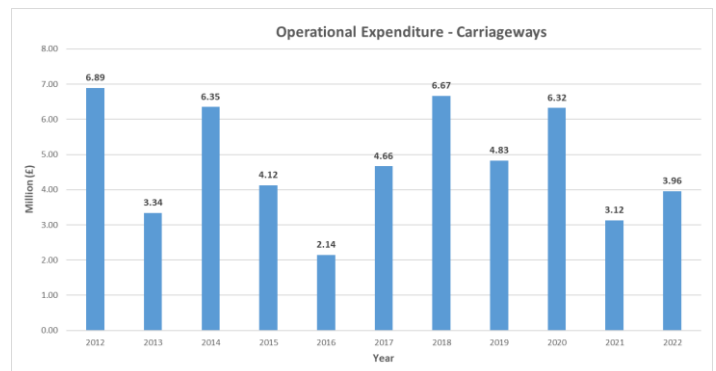


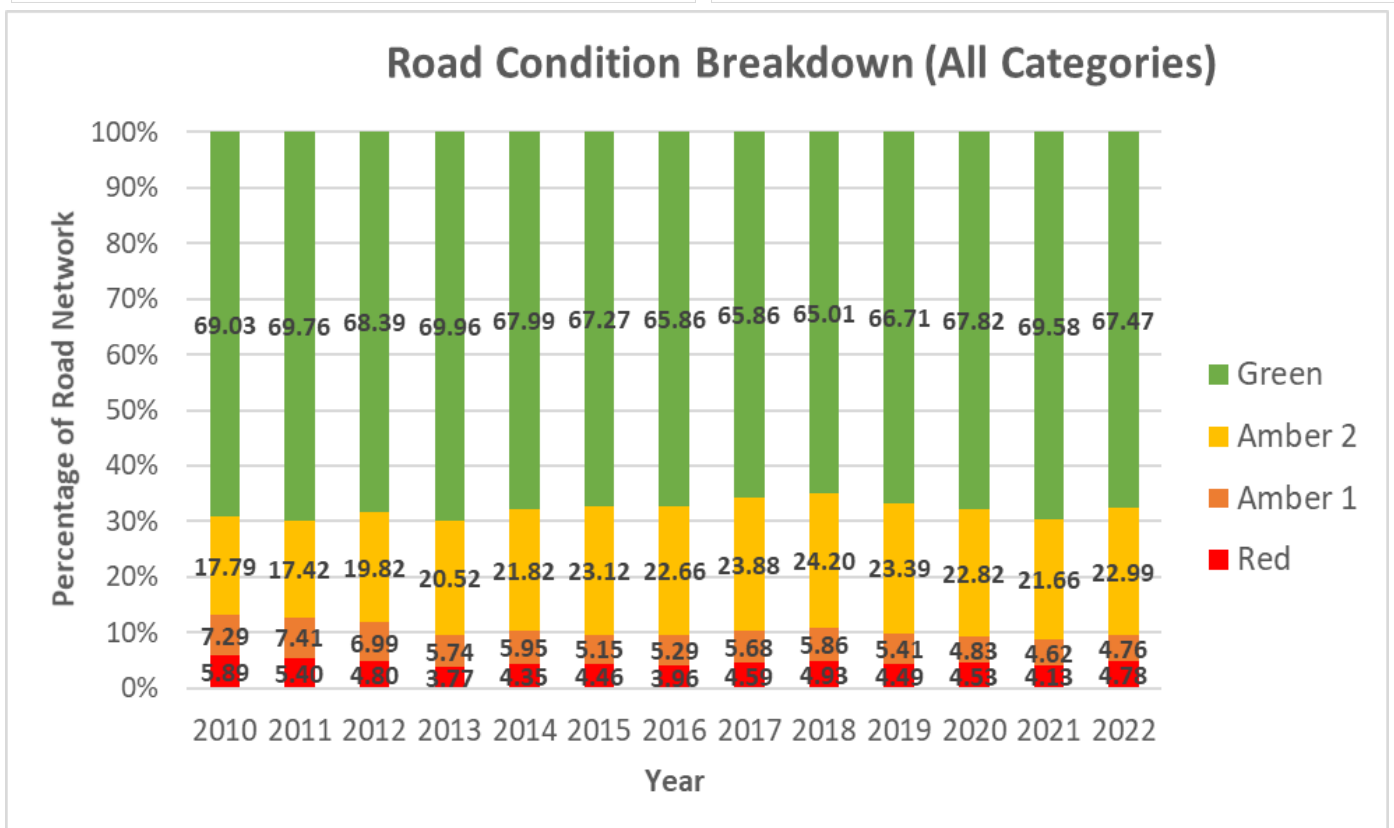
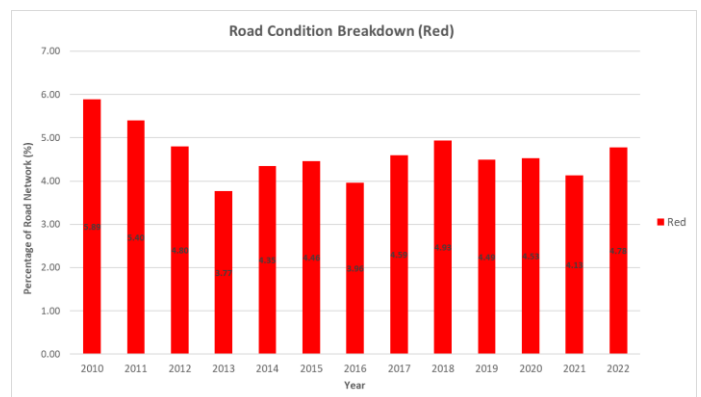
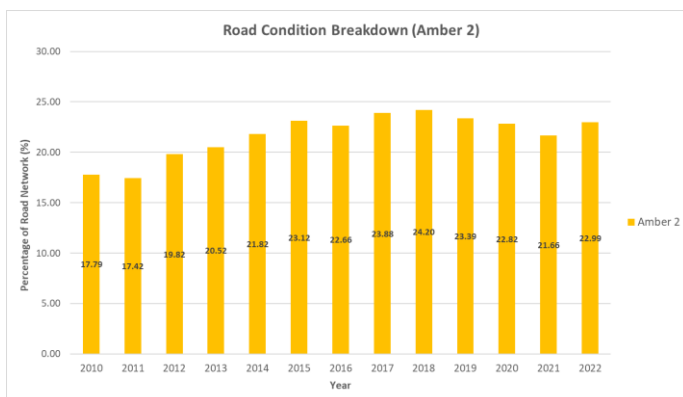
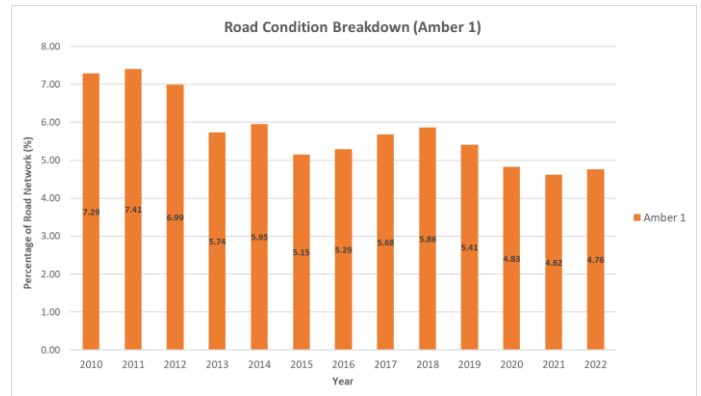
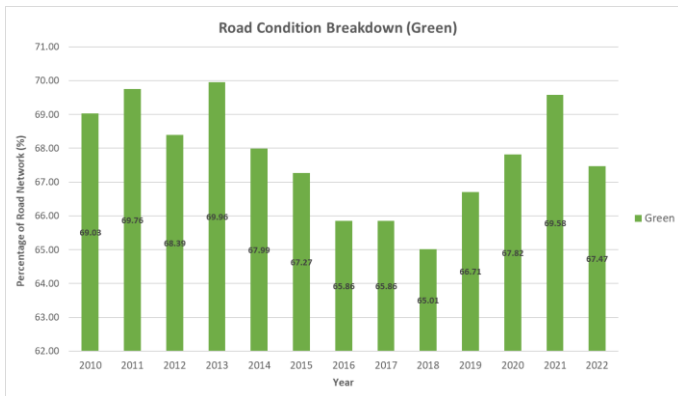
Figure 1.3

Table 1.1

Carriageway Valuation			
Road Classification	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Principal (A) Roads (Urban)	£47,582,711	£43,667,737	£385,978
Principal (A) Roads (Rural)	£85,028,613	£75,009,945	£1,000,167
Classified (B) Roads (Urban)	£43,337,801	£40,012,034	£351,933
Classified (B) Roads (Rural)	£126,400,657	£107,739,750	£1,752,692
Classified (C) Roads (Urban)	£16,570,510	£14,953,041	£163,529
Classified (C) Roads (Rural)	£124,702,810	£104,343,120	£1,893,572
Unclassified Roads (Urban)	£204,654,245	£176,106,891	£3,348,270
Unclassified Roads (Rural)	£88,458,751	£75,362,012	£1,206,294
<b>Total</b>	<b>£736,736,098</b>	<b>£637,194,530</b>	<b>£10,102,436</b>

## 1.1 CARRIAGEWAY CONDITION BREAKDOWN

The graphs below show the carriageway condition for the last years on all different categories as described previously.



## 1.2 CARRIAGEWAY INVESTMENT OPTIONS

### 1 – NO INVESTMENT

Zero investment would lead to severe deterioration, with 56.85% of the carriageway requiring attention after 20-years. The volume of reactive temporary repairs would rise rapidly, year on year, as would public liability claims. Customer satisfaction levels can be expected to decrease significantly.

### 2 – CURRENT LEVEL OF INVESTMENT

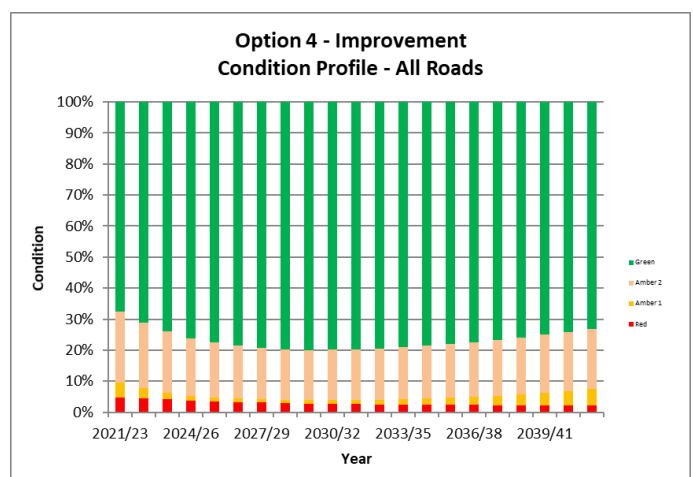
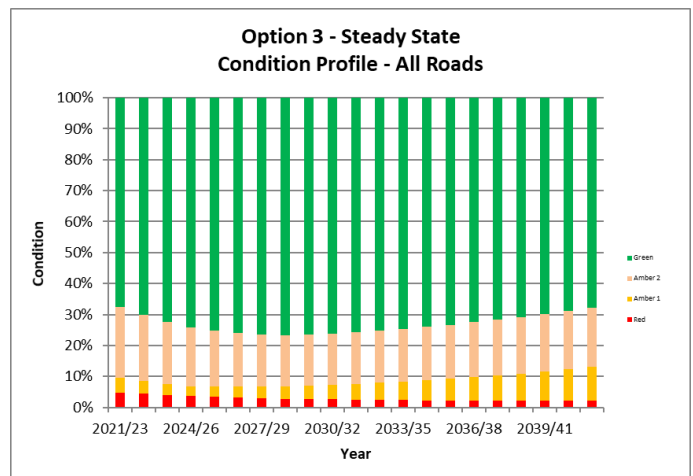
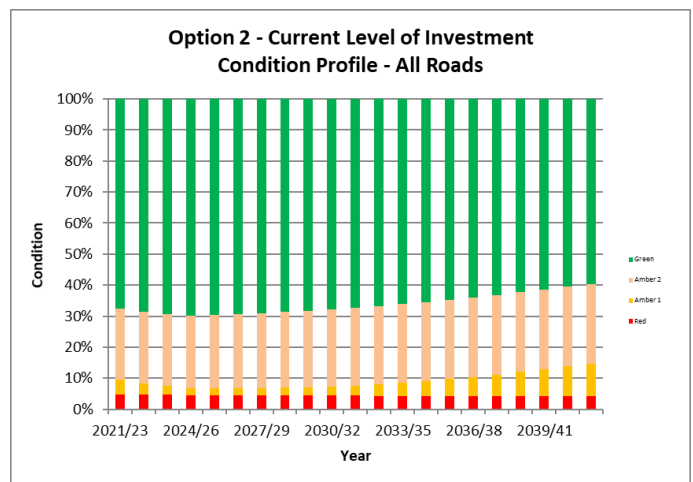
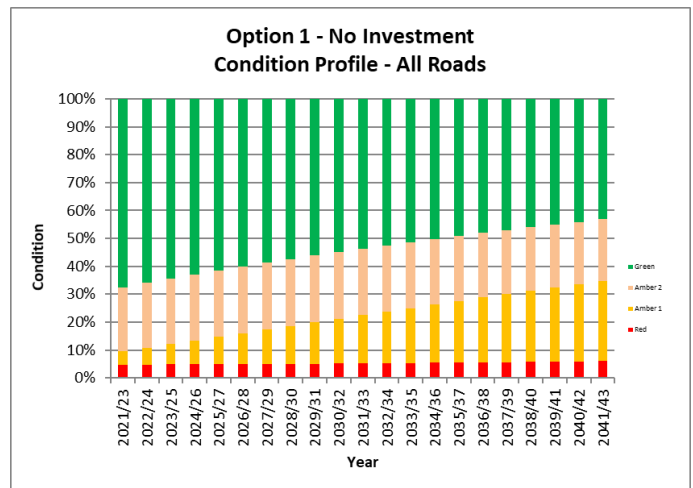
An annual capital investment of £3.9m would lead to sustained deterioration, with 40.35% of the carriageway requiring attention after 20-years. The volume of reactive temporary repairs would steadily rise, year on year, as would public liability claims. Customer satisfaction levels can be expected to steadily decrease.

### 3 – STEADY STATE

An annual capital investment of £4.55m would maintain existing Road Condition of 32.53%. The volume of reactive temporary repairs, public liability claims and levels of customer satisfaction can also be expected to be maintained. The road will still be vulnerable to significant deterioration in the event of a severe winter.

### 4 – IMPROVEMENT

An annual capital investment of £5.57m would lead to an improvement, with only 20.31% of the carriageway requiring attention after 10 years. The volume of reactive temporary repairs would significantly reduce, as would public liability claims. Customer satisfaction levels would improve significantly. However, a slow deterioration would start after 10 years if the initial level of investment was adopted, with 26.72% of the roads requiring attention after 20-years.



## **1.3 CARRIAGEWAY KEY ASSET ISSUES**

### **Structural Vulnerability**

The survey indicates that rural public roads in East Lothian are of a poor condition and require immediate investigation and possible treatment.

Additionally, severe winter weather conditions (impairment) would significantly accelerate damage to the carriageway network.

### **Level of Investment**

The level of investment on public roads in East Lothian has not been sufficient to limit the decline in the overall condition of the network. No significant improvement of its condition has been accomplished since 2007. Appropriate investment can achieve a well-managed road network.

### **COVID-19 Effect**

During the pandemic and following Government Guidelines for social distancing the focus and priority was to carry out emergency repairs and other essential urgent work, which meant the majority of our planned works for maintenance was put on hold. This, along with the severe weather conditions throughout the winter, will have a critical effect on the road condition. If a significant investment is not made the following years then we are to expect an extreme decline in the asset condition.

## 2.0 FOOTWAY STATUS

### Footway Length

Bituminous	438.9 km
Slabs / Flags	15.7 km
Natural Stone	6.8 km
Concrete	20.0 km
Blocks	0 km

Total Footway Length = 481.3 km

The condition of the footway asset is obtained using the East Lothian Footway Condition Assessment Process. This is an aging asset which will have longer-term investment requirement (Figure 2.1).

The condition referred to is the 2013/14 assessment.

The level of condition is considered good with only 3% of footways with major deterioration (Condition 4).

### Condition Band Descriptions

- Condition 1 – As New
- Condition 2 – Aesthetically Impaired
- Condition 3 – Minor Deterioration
- Condition 4 – Major Deterioration

### Footway Valuation

The Gross Replacement Cost and Depreciation Values for the footway can be seen on the table on the right. The annualised depreciation of £2.3m represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset Table 2.1 (2019 Figures).



Figure 2.1

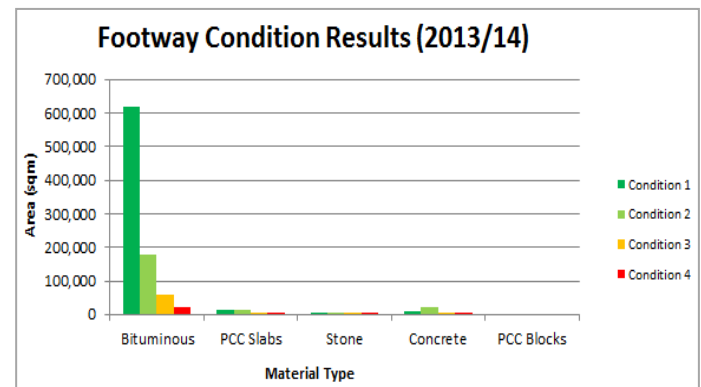


Figure 2.2

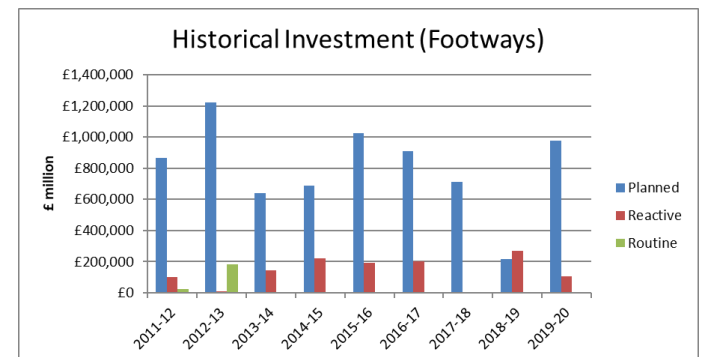


Figure 2.3

Table 1.1

Footway Valuation			
Material Type	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Bituminous	£122,588,280	£82,098,941	£2,273,443
Slabs	£2,641,893	£1,810,129	£31,161
Stone	£4,976,807	£3,378,158	£47,729
Concrete	£3,465,299	£2,299,442	£19,492
Blocks	£0	£0	£0
<b>Total</b>	<b>£133,672,278</b>	<b>£89,586,671</b>	<b>£2,371,826</b>

## 2.1 FOOTWAY INVESTMENT OPTIONS

### OPTION 1 – NO INVESTMENT

Zero investment would lead to severe deterioration, with 23% of our footways requiring attention after 20-years. The volume of reactive temporary repairs would rise rapidly, year on year, as would public liability claims. Customer satisfaction levels can be expected to decrease significantly.

### OPTION 2 – CURRENT LEVEL OF INVESTMENT

An annual capital investment of £800k would lead to sustained deterioration, with 27% of our footways requiring attention after 20-years. The overall level of condition four reduces to 0% which is the main target of this option. The volume of reactive temporary repairs would rise rapidly, year on year, as would public liability claims. Customer satisfaction levels can be expected to decrease significantly.

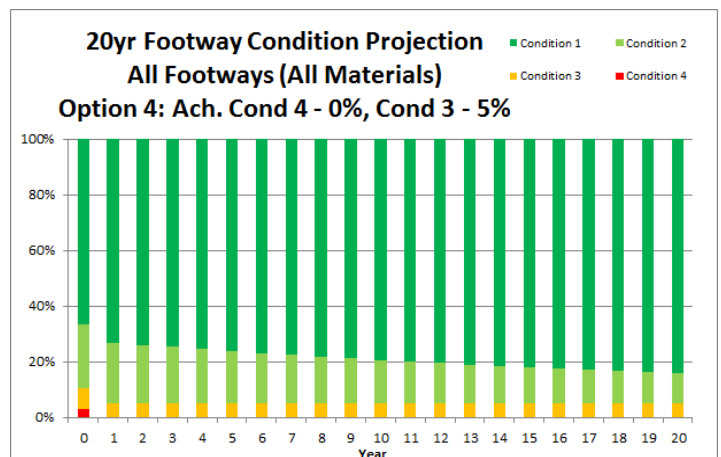
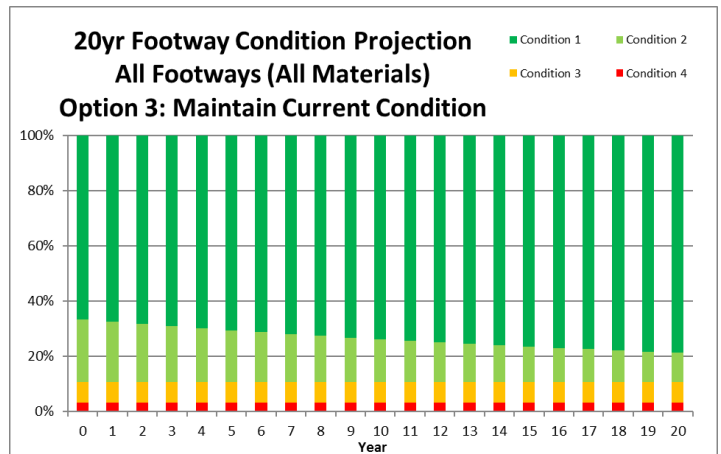
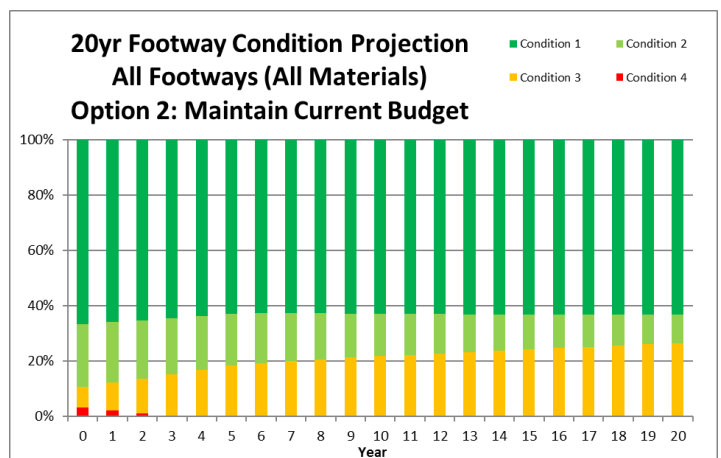
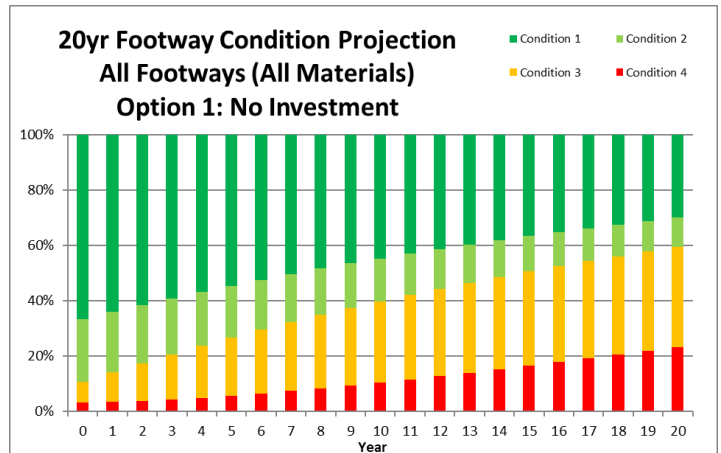
### OPTION 3 – STEADY STATE

An annual £1m capital investment would maintain existing Road Condition of 11%. The level of minor and major deteriorated (condition three and four) footways remaining the same over time. The volume of reactive temporary repairs, public liability claims and levels of customer satisfaction can also be expected to be maintained.

### OPTION 4 – MINIMISING DETERIORATION

An annual capital investment of £1.3m would reduce minor deteriorated (condition three) footways to 5% and remove all major deteriorated (condition four) footways in year one and then maintain steady state for year 20.

The volume of reactive temporary repairs would significantly reduce, as would public liability claims. Customer satisfaction levels would improve significantly.



## **2.2 FOOTWAY KEY ASSET ISSUES**

### **Investment**

The need for improvements in footways and cycleways will be necessary to enable the success of Sustainable Transport Strategies. An important aspect is to ensure the condition of the footways is acceptable and in rural areas there is a need to investigate joining up isolated sections of footway which will encourage more use of the footways.

### **Data Reliability & Priorities**

Footway survey data is over 5 years old and does need to be updated. The cycle of data collection needs to be formalised and rigorously followed. Accordingly, long-term condition analysis is difficult and the accurate prediction models is problematic. Resourcing of the inspection regime can be challenging due to conflicting service area priorities but will need to be demonstrable to ensure reliability of data.

### 3.0 LIGHTING STATUS

#### Lighting Assets

Lighting Columns	18,501
Cable Length	429 km

#### Condition

Over 30% of our lighting columns have exceeded their service life. Non galvanised steel columns make up this category and maintenance budgets are concentrated on replacing these units. Columns of this type on mains roads are typically 8 to 10m in height and are considered a higher risk. They are inspected annually for signs of corrosion and replaced accordingly.

A structural testing programme is ongoing to identify columns in poor condition for replacement. An electrical test and inspection programme is also in place, which includes cable and cabinet test details and cable schematic diagrams. Cyclic inspections are carried out over a 6- to 8-year cycle.

95% of the network has been converted to LED. A programme to replace or upgrade the remaining 5% of non-LED lanterns over a two-year period is ongoing.

Figure 3.1 highlights a typical deterioration at the base of a lighting column.

**Gross Replacement Cost - £45M**



Figure 3.1

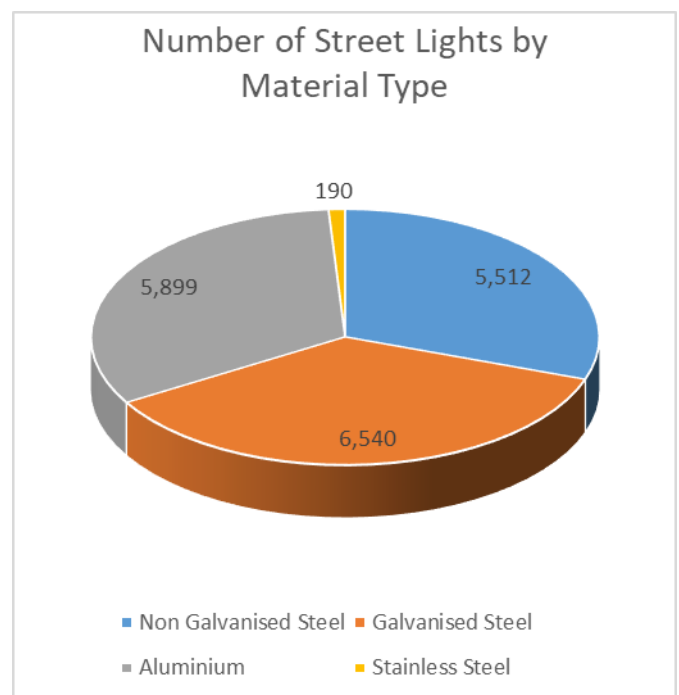


Figure 3.2

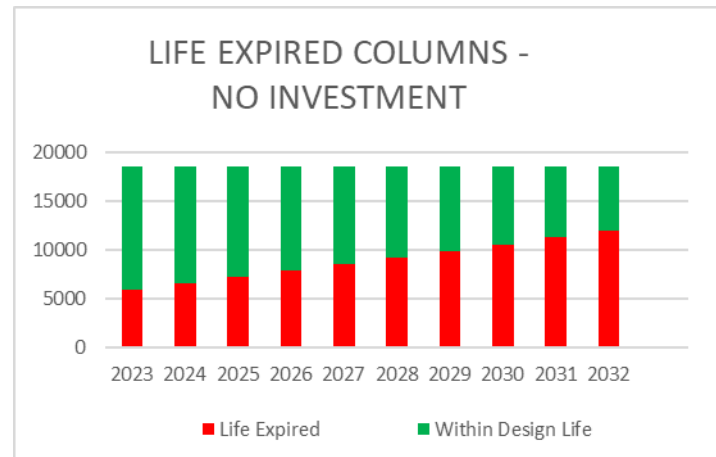


### 3.1 COLUMNS OPTIONS

#### COLUMN OPTION 1 –

##### NO INVESTMENT

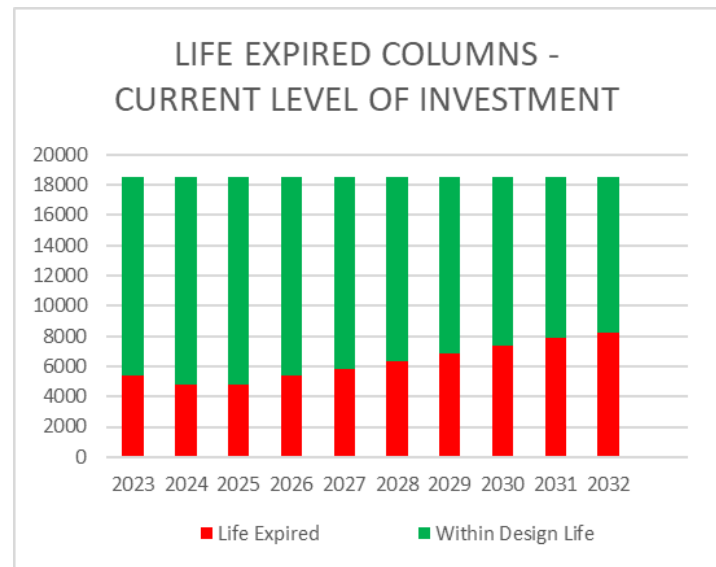
Zero investment would lead to further deterioration of the network, 30% of our columns have exceeded their design life, many by over ten years. The volume of reactive temporary repairs would rise rapidly, year on year, as would public liability claims. The risk of column collapses will rise and customer satisfaction levels can be expected to increase significantly.



#### COLUMN OPTION 2 –

##### CURRENT LEVEL OF INVESTMENT - £700K P.A.

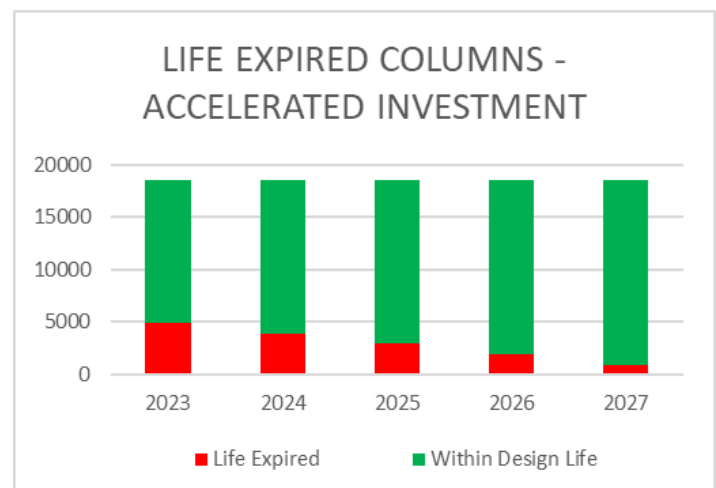
Continuing current investment means that the backlog of columns which are now beyond their design lives can only be addressed at a rate of 3% per annum. This will lead to a situation where steel columns may still be in place at an age of 60/70 years. In 2025 galvanised steel columns will start reaching the end of their design life which will increase the number of columns “at risk”. The risk of structural failure at these age profiles is significant. An increase in reactive repairs is expected and structural tests are now conducted on an annual basis to identify units at risk of collapse.



#### COLUMN OPTION 3 –

##### REPLACEMENT OF BACKLOG - £2M P.A. 5 YEAR PROGRAMME

A five year programme to replace all obsolete un-galvanised steel columns. This will significantly reduce the risk of structural column failure and bring the column age profile up to acceptable levels for the next 5 years.



### 3.2 LUMINAIRE OPTIONS

#### LUMINAIRE OPTION 1 –

##### ZERO INVESTMENT

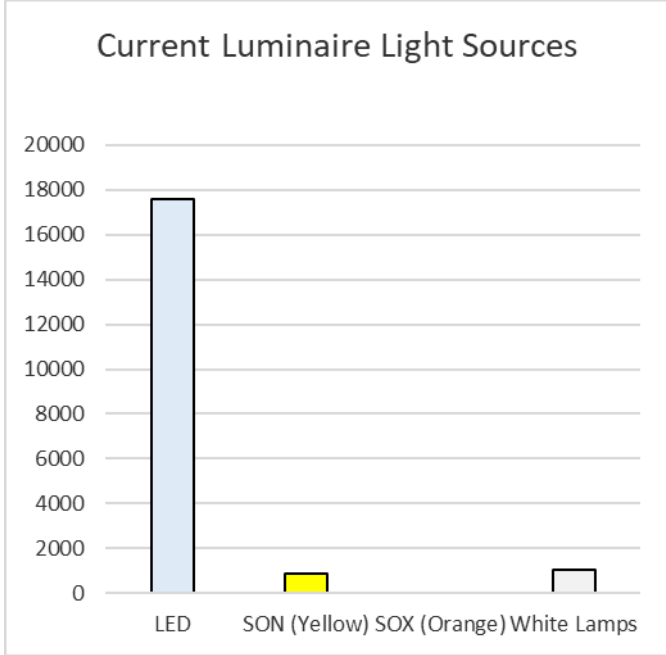
95% of the network has now been converted to LED and significant savings have been made. If the programme was to be discontinued the remaining 5% of the network would prove difficult and expensive to maintain as replacement parts are being phased out or prohibitively expensive to purchase. Rising energy costs would not be optimised leading to higher demands on available budgets.

#### LUMINAIRE OPTION 2 –

##### MAINTAIN CURRENT PROGRESS £300K P.A.

Continue our strategy of LED upgrade replacing obsolete equipment with high efficiency modern units. All lanterns converted by 2023. Energy cost rises are mitigated over the period of installation and maintenance costs are reduced.

The current luminaire replacement strategy has been a success with energy costs saved in the region of £350,000. Maintenance costs and the need for replacement parts will be significantly reduced over the forthcoming years as our procurement strategy for LED lanterns has obtained 12 year warranties on all products purchased now, and in the future. The lanterns themselves are expected to remain in service for at least 25 years.



## 4.0 TRAFFIC MANAGEMENT STATUS

### Traffic Signals

#### Junctions

Minor	1
Medium	34
Major	3

#### Pedestrian Crossings

Single Carriageway	52
Double Carriageway	0

### Traffic Signals Condition

The condition of Traffic Signals assets is determined by periodic electrical and structural inspections carried out on an annual basis.

The decision on whether to replace assets that have exceeded the ESL is only made after annual inspection results are reviewed. Some assets are therefore not replaced at the end of their ESL, resulting in a misleading “maintenance backlog”.

Only 10 of our units are exceeding their expected service life however, they have all passed their annual inspection and their operation is deemed satisfactory without any issues.

### Traffic Signals Valuation

The Gross Replacement Cost and Depreciation Values for the signals can be seen on the table on the right (2019 figures).

The annualised depreciation of £108,800 represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.

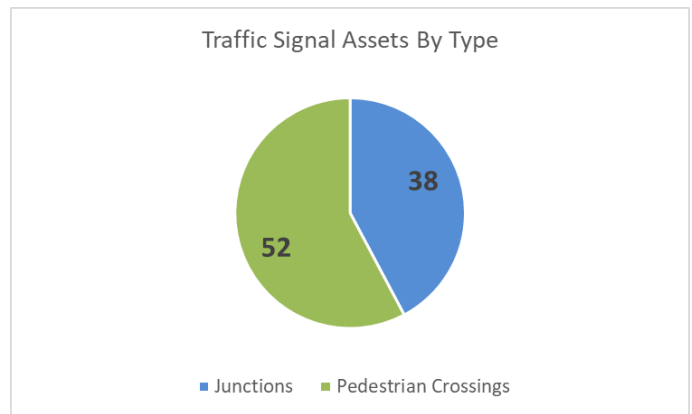


Figure 4.1



Figure 4.2

Table 4.1

Traffic Management System Assets	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
<b>Traffic Signal (Junction) Subtypes</b>			
Minor Junction	£126,000	£93,550	£4,425
Medium Junction	£1,100,000	£683,500	£38,500
Major Junction	£60,000	£47,250	£2,125
Complex Junction	£0	£0	£0
<b>Traffic Signal (Pedestrian Crossing) Subtypes</b>			
Single Carriageway	£1,785,000	£1,095,000	£63,750
Double Carriageway	£0	£0	£0

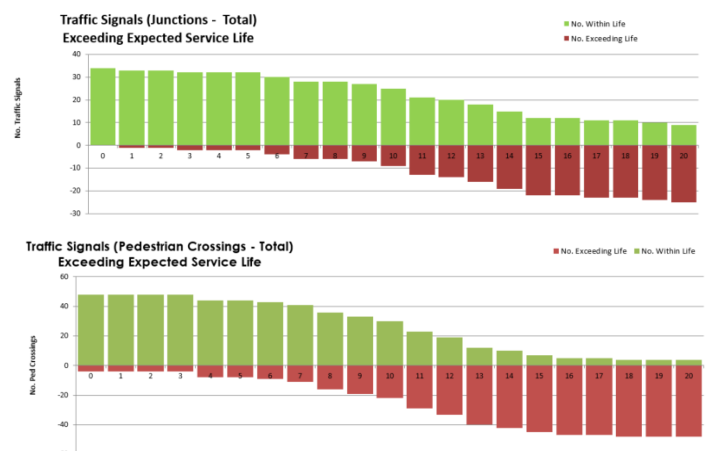


Figure 4.3

## 4.1 TRAFFIC MANAGEMENT OPTIONS

### OPTION 1 – CONTINUE CURRENT LEVEL OF INVESTMENT

An annual capital investment of £70,000 would lead to sustained deterioration.

The volume of reactive temporary repairs would rise rapidly, year on year, as would public liability claims. Customer satisfaction levels can be expected to decrease significantly.

### OPTION 2 – STEADY STATE

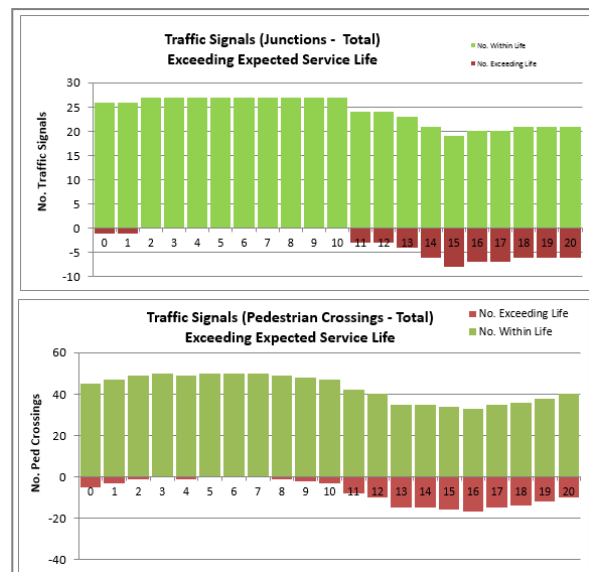
A steady state would be achieved with an annual investment equal to the annual depreciation amount.

The volume of reactive temporary repairs, public liability claims and levels of customer satisfaction can also be expected to be maintained.

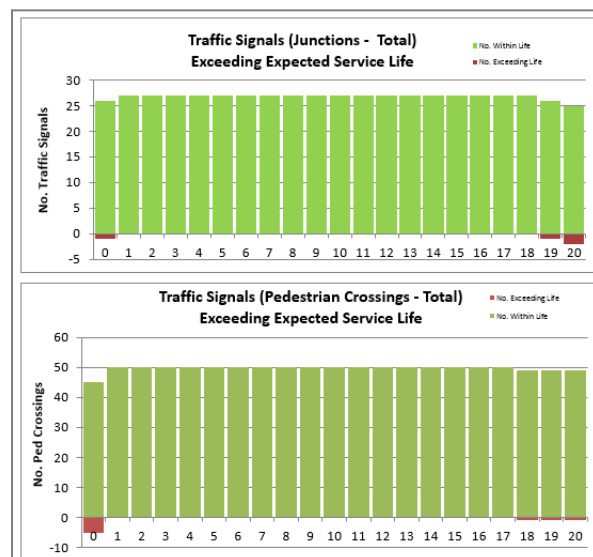
### OPTION 3 – NO REPLACEMENT UNTIL NECESSARY

Assets to be monitored through annual electrical and structural inspections. Their condition to be reviewed before a replacement is determined.

The volume of reactive temporary repairs would rise, year on year. Customer satisfaction levels can be expected to decrease.



Option 1 – Current Level of Investment



Option 2 – Steady State

## 5.0 PUBLIC EV CHARGER STATUS

### Quantity & Type

50-150kW Journey Chargers:	23
7-22kW Destination Chargers:	79
7-22kW On-Street Chargers:	39
Total chargers	141
Total synchronous sessions possible:	238

A further 24 Destination & 50 On-Street chargers will be delivered through the FY21/22 programme.

### Condition

All chargers are annually inspected & serviced, covered by warranty and maintenance packages and therefore maintained in a very high condition.

Age (years)	4	3	2	1	0	Total
<b>Journey</b>	0	10	8	4	1	23
<b>Destination</b>	5	26	35	6	7	79
<b>On-Street</b>	0	0	0	7	32	39
<b>Total</b>	5	36	43	17	40	141

All chargers are constructed to remain in a safe, operable condition for a minimum of 10 years as a condition of the 100% Grant Funding used.

### Condition Band Descriptions

- Condition 1 – As New: All
- Condition 2 – Aesthetically Impaired: None
- Condition 3 – Minor Deterioration: None
- Condition 4 – Major Deterioration: None

### Valuation & Investment

No RAMP methodology exists for calculating EVCP Gross Replacement Cost or Depreciation Values. However, it is expected that our simple, reliable Destination & On-Street chargers (the bulk of our assets) will remain attractive and economical to maintain after the initial 10 year period. It is expected there will be a low demand for ELC to maintain the existing Journey chargers at the end of their expected useful service lives as a significant volume of Journey Chargers from commercial Charge Point Operators are visible in the Planning Pipeline. No additional ELC owned 50kW DC chargers are therefore planned as need for them will rapidly decline.

An options appraisal report has been commissioned to guide ELC’s EVCP strategy and any expansion plans.



Figure 5.1 - 50kW Journey Charger



Figure 5.2 – 7-22kW Destination Charger



Figure 5.3 – 7-22kW On-Street Chargers

## 6.0 STRUCTURES STATUS

Asset Group: Road Structures																				
The Asset	<b>Statistics</b>																			
	<b>East Lothian Council Road Structures Inventory by Road Type</b>																			
	<b>Structure Type</b>	<b>Total No.</b>	<b>Road Type</b>			<b>Uncl</b>														
		<b>A</b>	<b>B</b>	<b>C</b>																
Bridge	163	43	41	48	31															
Culvert	229	31	39	80	79															
Subway	0	0	0	0	0															
Footbridges	13	1	0	2	10															
Retaining Walls	0	0	0	0	0															
<b>Total</b>	<b>405</b>	<b>75</b>	<b>80</b>	<b>130</b>	<b>120</b>															
Customer Expectations	<b>Commentary</b>																			
	<ul style="list-style-type: none"> <li>Bridge inventory is stored in the WDM Structures Asset Management System. An audit of the information is ongoing in comparison with the original database. The information in the original database had a high level of confidence so if the transfer of data has gone correctly this level of confidence will remain</li> <li>The level of growth in the structures asset has been minimal in the last five years: a small number of culverts are included in RCC applications for a limited number of housing developments and one new service station on the A1. These structures will be added to the asset database as and when roads are adapted.</li> <li>A new structure carrying the A1 is currently being constructed as part of the QMU/A1 junction improvement works.</li> <li>This growth rate is predicted to remain the same in the next five years.</li> </ul>																			
Inspections	Road Users expect to be able to travel the road network safely and efficiently. The maintenance and renewal of road structures is essential to ensure this expectation is met																			
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<b>Key Issues</b>	<p>The WDM Structures Asset Management System (SMS) has been purchased to enable the structures asset to be managed in accordance with the East Lothian Council strategy. The SMS provides an audit trail to support all decisions. The Structures Team are still building the skills to enable them to get the most out of the system.</p>																													
<b>Current Strategies</b>	<p>The aim of the maintenance strategy is to ensure that all road structures are maintained in a safe condition and are available for use. The majority of the budget is spent on repairing the worst defects as identified by the completion of the two yearly General Inspection.</p>	<p>The annualised depreciation (AD) was £670K which represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.</p>																												

### Prioritisation of Overall Funding Needs

Using the SCOTS / CSS Wales Structures Funding Need Assessment Spreadsheet the following overall needs have been identified:

#### Strengthening

A number of Structures have been identified for Strengthening / Replacement.

This work will be undertaken subject to the provision of Capital Budget.

#### Maintenance Needs

For the purposes of evaluating an overall prioritised funding need the SCOTS/CSS Wales funding need assessment spreadsheet for structures combines the  $BC_{crit}$  values with network criticality. This method is designed to ensure that the priority for funding takes into account the condition of the structure and its relative importance in terms of the network. Network criticality is used to ensure that roads of particular importance locally can be ascribed a suitable level of criticality regardless of their classification. Prioritised overall needs are:

MAINTENANCE NEEDS		Timescale not specified since this will depend on availability of funding			
	Reactive Repairs	Priority 1	Priority 2	Priority 3	Priority 4
Road Bridges	£0	£99,400	£139,071	£234,713	£147,860
Footbridges	£0	£0	£2,585	£7,755	£15,510
Unusual Structures	£0	£0	£0	£0	£0
Retaining Walls	£0	£0	£0	£0	£0
Height, Sign and Signal gantries	£0	£0	£0	£0	£0
Culverts and Subways	£0	£8,500	£8,634	£10,815	£5,288
<b>TOTALS</b>	<b>£0</b>	<b>£107,900</b>	<b>£150,290</b>	<b>£253,283</b>	<b>£168,658</b>



## 6.1 STRUCTURES OPTIONS

### OPTION 1 – CURRENT LEVEL OF INVESTMENT

The bridge stock has displayed little change in terms of the Condition Performance Indicators. It is considered that as a consequence of the planned maintenance works to be undertaken on these structures as part of the Road Structure capital programme, together with sustaining the current level of revenue funding, the overall condition performance indicators will increase. The structure stock would then be classed as in 'Very Good Condition'. If funding is then continued at its current level it is estimated that the bridge stock will be maintained in a 'Very Good' condition at "Steady State" as measured by the Condition Performance Indicators.

### OPTION 2: DECREASED LEVELS OF INVESTMENT

If a steady state maintenance regime is not adopted, or the current level of funding was reduced, the overall condition of the structure stock will deteriorate, resulting in decreasing Condition Performance Indicator scores and a decrease in DRC. The rate of deterioration will depend on the reduction in funding. The implications of this is the deterioration of the bridge stock from 'Good' to 'Fair' condition, and the issues as highlighted in the following table:

Score	Average Stock Condition	Critical Stock Condition	Additional Comments
<b>Very Good</b> 90 ≤ 100	The structure stock is in a very good condition. Very few structures may be in a moderate to severe condition.	A few critical load bearing elements may be in a moderate to severe condition. Represents very low risk to public safety.	As Example ELC has a mature stock continuing with the same level of funding is likely to sustain a high condition score and an effective preventative maintenance regime.
<b>Good</b> 80 < 90	Structure stock is in a good condition. Some structures are in a poor condition but are being managed appropriately.	Some critical load bearing elements are in a severe condition. Some structures would represent a moderate risk to public safety if mitigation measures were not in place.	There is the potential for rapid decrease in condition if sufficient maintenance funding is not provided. Minor to Moderate backlog of maintenance work.
<b>Fair</b> 65 < 80	Structure stock is in a fair condition. A number of structures may be in a severe condition.	A number of critical load bearing elements may be in a severe condition. Some structures may represent a significant risk to public safety unless mitigation measures are in place.	Historical maintenance work under funded and structures not managed in accordance with Asset Management. Moderate to large backlog of maintenance work, essential work dominates spending.

