

SERVICE DESCRIPTION FORM

Department: Environmental Services	
Service: Roads Management	
Income	(£000s)
Recharge to capital	4,597
The Roads Direct Labour Organisation earns some income from profits generated by work for third parties, the major work type being design and installation of street lighting for developers. Work for external parties increases utilisation of resources thereby reducing overheads.	
Description:	
Roads Management encompasses the following functions: - <ul style="list-style-type: none">• Roads Maintenance – Management and Strategy• Roads Maintenance (maintenance of roads and street lighting assets)• *Roads Direct Labour Organisation (in-house contractor)• Winter Maintenance and Other Emergencies * Roads Direct Labour Organisation is classified as a significant trading operation.	
The Roads (Scotland) Act 1984 places a statutory duty on roads authorities to manage and maintain public roads. Legislation does not prescribe the degree to which roads need to be managed and maintained, however there are a series of national codes of practice giving guidance on policy, management and maintenance procedures.	
Roads Management operates from it's office and depot at Ashgrove, Elgin, and from depots across Moray, to manage and maintain: 1,541 km of roads, 474 bridges, 17,097 street lights, etc., with a gross replacement value exceeding £1.6 billion.	
Roads Management is about: <ul style="list-style-type: none">✓ Evaluating roads asset condition and forecasting deterioration✓ Determining optimum mix of maintenance and works to achieve best value from allocated budgets (revenue and capital)✓ Carrying out reactive, cyclical and planned maintenance efficiently and effectively to facilitate (safe) travel within Moray.✓ Offer a contracting service to other Council departments✓ To provide resources to react to emergencies (weather, oil pollution)	
Around half of the technical staff employed are funded from the Management and Strategy budget, with the cost of the remainder, plus supervisory and admin staff, is allocated to in-house contractor overheads.	
The roads direct labour organisation, as a significant trading operation are required to at least break even over a three year rolling period.	
Outcomes / impacts:	
There is no direct link between the priorities of the Single Outcome Agreement and the functions of Roads Management.	
A key outcome of the Best Value for Moray – Corporate Improvement Plan 2011-12 is that 'Moray residents have easier access to key services via sustainable modes of	

transport' which means, amongst other things, 'managing and maintaining our road network and infrastructure'.

Moray Council carriageways have consistently been in the top quartile for condition.

Moray Council - Road Maintenance Condition Results for 2010-2012		
	Road Condition Index	Ranking (relative to other 31 local roads authorities)
Overall network	26.9%	Ranked 4th
A Class Roads	22.6%	Ranked 6th
B Class Roads	21.3%	Ranked 2rd
C Class Roads	23.5%	Ranked 5th
Classified Roads	22.6%	Ranked 3rd
Unclassified Roads	31.7%	Ranked 7th

Depreciated Replacement Cost (estimate to replace asset in current condition)			
	May 2011 (£'000)	May 2012 (£'000)	Remarks
Carriageways	1,102,071	1,180,143	Stable condition
Footways, footpaths & cycleways	58,384	116,791	Improved knowledge of asset
Structures	Not available	67,205	Improved knowledge of asset
Lighting	37,333	35,206	Deteriorating condition
Traffic Management Systems	174	763	Improved knowledge of asset
Street Furniture	8,476	8,132	Reason not determined

A change in the depreciated replacement cost of assets can reflect improving condition (if the value rises), or deteriorating condition (if the value falls). Inflation and increased knowledge of the asset are also factors that affect this value.