



Falkirk Council

Winner: APSE Most Improved Performer

2013/14 Roads, Highways and Winter
Maintenance Services

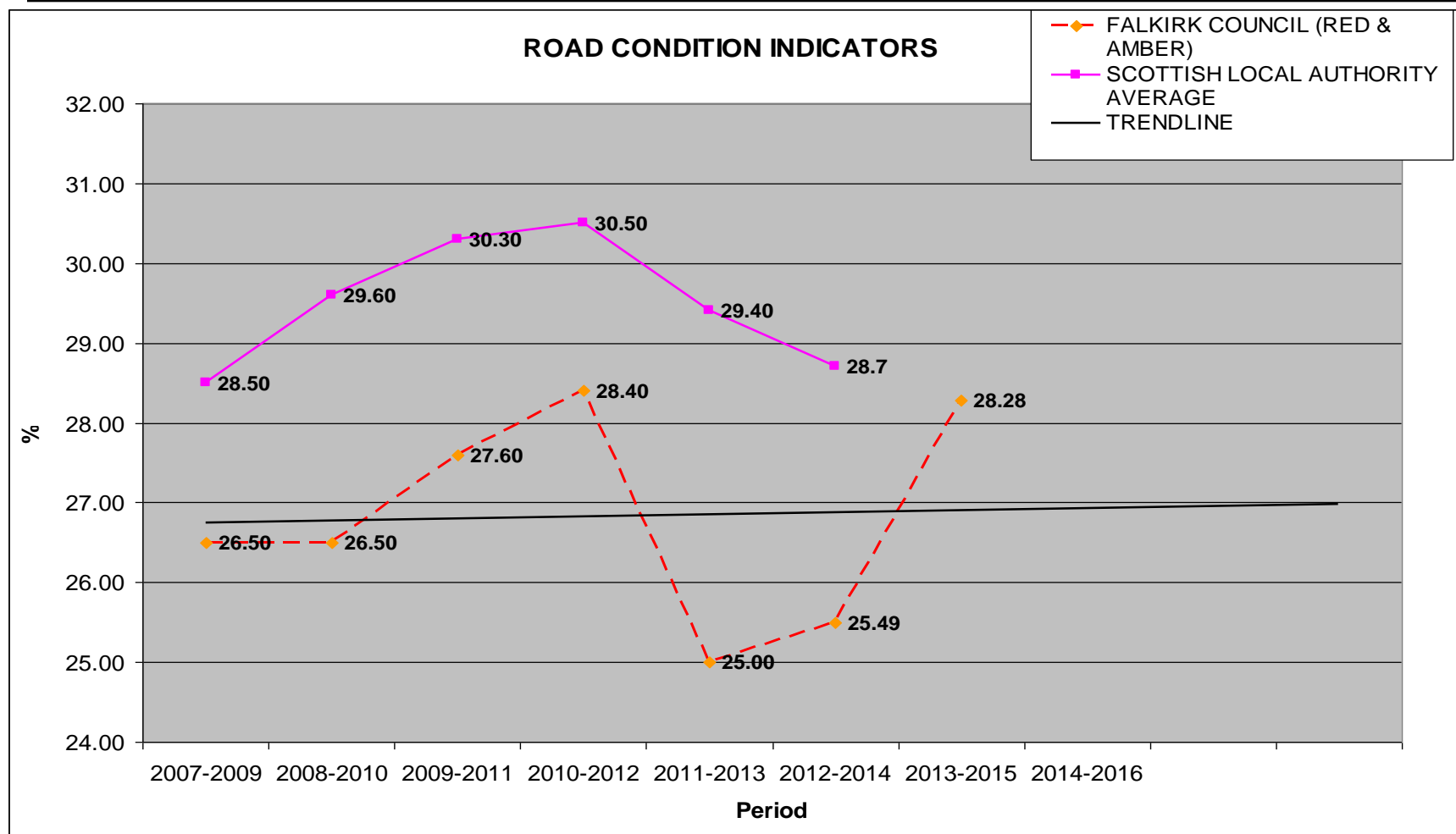
Improvements made from 2011/12 to 2013/14 were considered


Process

- 1 E-mail received from APSE advising of nomination 8 days prior to awards ceremony
- 2 Validation visit was undertaken by an APSE-trained verifier to confirm accuracy of data
- 3 Specific areas of improvement were concentrated on



PI 02d - Condition of 'A' class carriageways (principal roads) has improved by 2.94%





Carriageway Asset

Scheme Selection Methodology

- ❑ straightforward method
- ❑ framework uses SRMCS or Officers visual assessment, road use (traffic volume), and weighting for hierarchy level (importance of route)
- ❑ Prioritisation list is then compiled
- ❑ forms a three-year rolling programme of structural repairs.
- ❑ This methodology favours high traffic volume, high-risk roads (“A” class roads)

14/15 Carriageway Programme

| Area | Ward | | Urban/Rural | CONDITION/SRMCS RATING | HIERARCHY RATING | TRAFFIC RATING | TOTAL RATING | ROAD CLASS | MCL DATA | WCC | Ex000 | Notes | SCHEME ASSESSMENT SHEETS |
|---|--------------|--|-------------|---------------------------|---------------------|-------------------|-----------------|---------------|--------------------------|-------|-------|-------------------------------|---|
| | | HIGH VOLUME - MEDIUM/HIGH RISK (70% BUDGET ALLOCATION) | | | | HGV | | | | | | | |
| get Allocation £876512 +£100000 (from footway allocation) +£100000 (from s/d cancellation) = £1076512 | | | | | | | | | | | | | |
| D | Bbr & Lar | A803, Main Street, Bonnybridge | Urban | 80 | 1.4 | 1 | 112 | A | A803/460 | 0A | 80 | C/O Inlay | A803 Main Street Bonnybridge |
| A | Fk (N) | A9 FND, Westfield Rbt to Etna Road (Phase II) | Urban | 70 | 1.5 | 1 | 105 | A | A9/1400 - A9/1420 | 0H/0G | 78 | C/O mod & thin inlays | A9, Westfield RA to Etna RA |
| B | Bo'n & Bl | A803/A904 Champany Junction, Bo'ness | Urban | 70 | 1.5 | 1 | 105 | A | 04/980 & A904 & A803/14 | 0G | 23 | C/O no need to assess - in pr | A803 A904 Champany Junction |
| D | Bbr & Lar | C69 Larbert Road, Bonnybridge | Rural | 85 | 1.3 | 1 | 110.5 | C | C69/10 | 0H | 18 | C/O 100mm inlay | Larbert Road, Bonnybridge |
| A | Fk(N) | B906 Ronades Road, Falkirk | Urban | 80 | 1.3 | 1 | 104 | B | B906/60 - B906/70 | 0H | 23 | C/O mod inlay | Ronades Road Falkirk |
| B | Upper Br | B825 Candie Lower to speed limit change (200 yrd ma | Rural | 80 | 1.3 | 1 | 104 | B | B825-140 - B825-150 | 0B | 70 | C/O done - keep phase 2 in | B825 - from Candie Lower |
| D | Denny & Bk | B816, from M80 to Woodend Road | Rural | 90 | 1.3 | 1 | 117 | B | ? | 0G | 70 | C/O structural panel patching | B816, M80 To Woodend Road |
| A | FK(S) | Upper Newmarket St, Falkirk - bus laybys | Urban | 90 | 1.3 | 1.1 | 128.7 | U | U-132895/10 | 0G | 20 | Patch then Imprint | Major deterioration - New Sept |
| C | Cs, Kin, Try | A88 Bellsdyke Road - from C116 to South A905 Bellsdyke | Rural | 85 | 1.5 | 1 | 127.5 | A | A88/170 | 0C | 57 | 100mm patching/inlay | A88 Bellsdyke |
| C | L Braes | A9 approach to Cadgers Brae Roundabout (from Klon | Rural | 85 | 1.5 | 1 | 127.5 | A | A9/1530 | 0J | 25 | inlay | A9 Approach to Cadgers Brae |
| C | Mouth/L Bra | A905 Cadgers Brae Roundabout | Rural/Urban | 85 | 1.5 | 1 | 127.5 | A | A905/1540 | 0H/0J | 78 | patching - planned & structu | Cadgers Brae Roundabout |
| A | Fk (S) | A9 Main St Camelion (at bus laybys) | Urban | 90 | 1.4 | 1 | 126 | A | C19/10 - C19/70 | 0J | 20 | 150mm inlay | A803 Main Street, Camelion la |
| C | G'mouth | Powdrake Road, Grangemouth | Rural/Urban | 90 | 1.4 | 1 | 126 | U | U-142580/10 - U-142580/9 | 0G | 30 | structural planned patching | Powdrake Road, Grangemout |
| B | Upper Br | A801 from Lathallan Roundabout to Almondhall Farm | Rural | 80 | 1.5 | 1 | 120 | A | A801/50 | 0G | 30 | patch (15/16 dress all A801) | A801 from Lathallan Roundabout |
| C | G'mouth | A905 Beancross Road, Grangemouth | Urban | 80 | 1.5 | 1 | 120 | A | A905/1450 | 0G | 65 | patch | Beancross Road |
| C | L Braes | A803 Main Street, Palmont | Urban | 85 | 1.4 | 1 | 119 | A | A803/1350 - A803/1390 | 0G | 20 | isolated patching | A803 Main Street |
| B | Bo'n & Bl | A706 Linlithgow Road, Bo'ness | Urban | 85 | 1.4 | 1 | 119 | A | 06/60 - A706/110 & A706/ | 0G | 50 | patch (06) dress (01) | A706 Linlithgow Road, Bo'ness |
| C | G'mouth | A904 Timber Basin Roundabout, Grangemouth | Urban | 85 | 1.4 | 1 | 119 | A | A904/260 | 0H/0J | 70 | HRA inlay & DBM base | Timber Basin Roundabout |
| C | G'mouth | A905 Beancross Roundabout, Grangemouth | Urban | 85 | 1.4 | 1 | 119 | A | A905/1490 | 0H | 43 | HRA & DBM base - 40mm | Beancross Roundabout |
| B | Bo'n & Bl | A904, Kinnell Road & Grangemouth Road, Bo'ness | Urban | 85 | 1.4 | 1 | 119 | A | A904/530 - A904/550 | 0G | 50 | Patching 14/15, Dressing 15/ | A904, Kinnell Road & Grangem |
| A | Bbr & Lar | A9 Stirling Road, Camelion (Phase I) | Urban | 80 | 1.4 | 1 | 119 | A | A9/1240 | 0J | 20 | 150mm inlay inside and 40mm | A9 Stirling Road Ph 1, Camelion |
| A | FK(S) | A9 Stirling Road, Camelion (Phase II) | Urban | 80 | 1.4 | 1 | 119 | A | A9/1270 | 0J | 30 | 150mm inlay inside and 40mm | A9 Stirling Road Ph 2, Camelion |
| D | Denny & Bk | B816, from Dainair Road to Allandale | Rural/Urban | 90 | 1.3 | 1 | 117 | B | B816/3 | | | | B816, Dainair Road to Allandale |
| C | Cs, Kin, Try | Webster Avenue, Carronshore | Urban | 90 | 1.3 | 1 | 117 | U | 0/20 - U-10 | | | | Carronshore |
| B | Upper Br | B803 Slamannan from Drumriggend Road to Council B | Rural | 90 | 1.3 | 1 | 117 | B | B803/2 | | | | B803 Slamannan from Drumriggend Road to Council B |
| B | Upper Br | B825 at Dykehead Farm | Rural | 90 | 1.3 | 1 | 117 | B | B | | | | B825 at Dykehead Farm |
| D | Denny & Bk | B816 M80 to Woodend Road (Phase II) | Rural | 90 | 1.3 | 1 | 117 | B | | | | | B816 M80 to Woodend Road (Phase II) |
| D | Denny & Bk | A883 3 bridges to Roughmure (pre s/d) | Rural | 70 | 1.5 | 1 | 105 | A | A883/190 - A883/200 | 0G | 30 | Prep for dressing | |
| ***** CUT OFF POINT 2014/15 ***** | | | | | | | | | | | | | |
| 2015-16 PROVISIONAL PROGRAMME | | | | | | | | | | | | | |
| C | L Braes | A803 Mary Street, Laurieston | Urban | 85 | 1.4 | 1 | 119 | A | A803/1180 - A803/1190 | 0H | 88 | moderate inlay | A803 Mary Street, Laurieston |

17 locations – “A” Class
8 Locations – “Strategic”
10 Locations “Main Dist”

PI 03a – % of Cat 1 defects (carriageways) made safe within target time has improved by **59.05%**



Number of Carriageway Defects by Category repaired within required timescale as of 09:37:37 on 05/09/2012

Defects reported in the period: 01/04/2011 to 31/03/2012

| Defect Category | Total Defects | Repaired on time | % repaired on time | Repaired late | % repaired late | Unrepaired Defects | % of unrepaired defects |
|-----------------|---------------|------------------|--------------------|---------------|-----------------|--------------------|-------------------------|
| CATEGORY 1 | 73 | 17 | 23.3% | 52 | 71.2% | 4 | 5.5% |

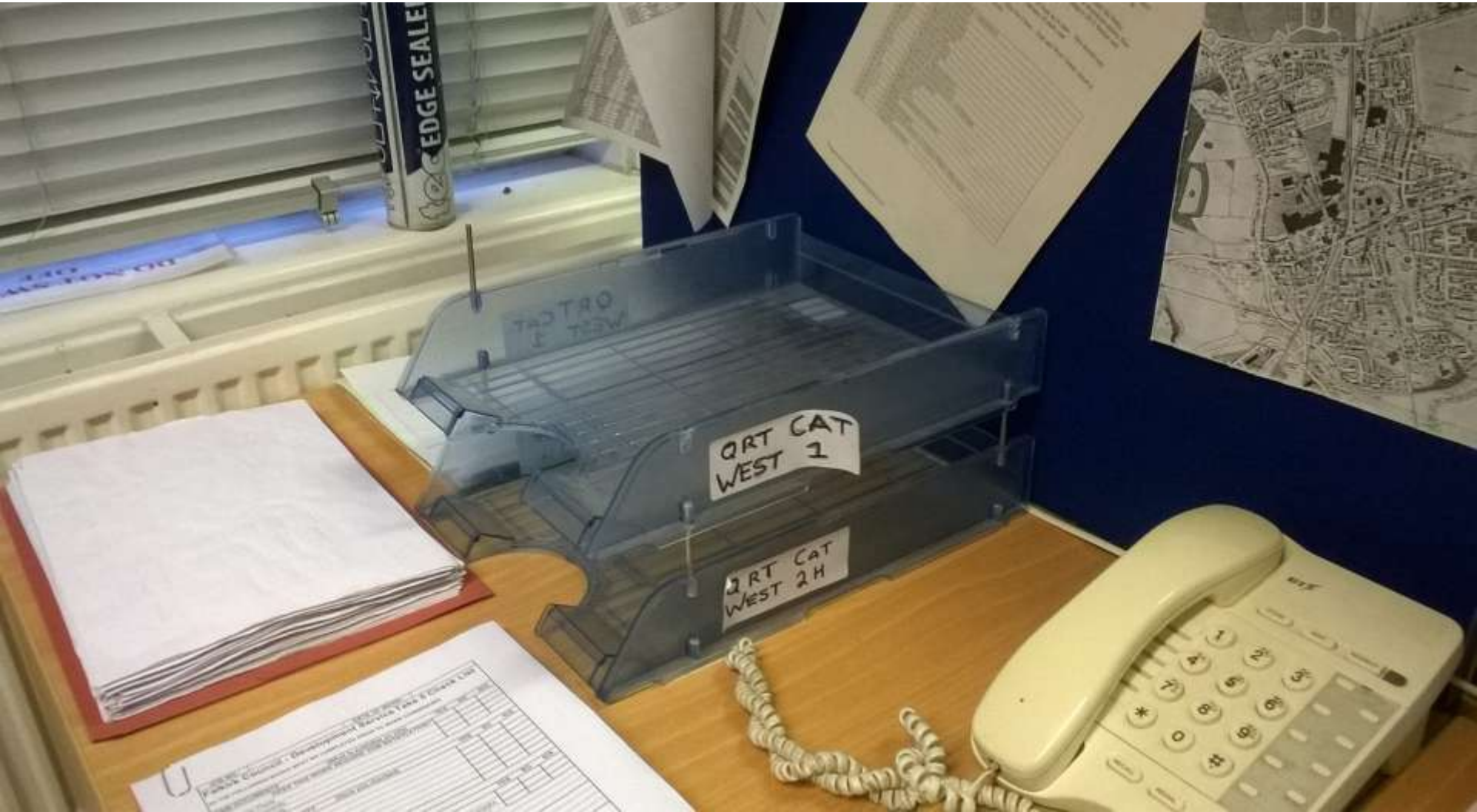


Number of Carriageway Defects by Category repaired within required timescale as of 15:57:20 on 20/08/2014

Defects reported in the period: 01/04/2013 to 31/03/2014

| Defect Category | Total Defects | Made Safe/ Repaired on time | % Made safe/repaired on time | Made safe/ Repaired late | % Made safe/repaired late | Unrepaired Defects | % of unrepaired defects |
|-----------------|---------------|-----------------------------|------------------------------|--------------------------|---------------------------|--------------------|-------------------------|
| CATEGORY 1 | 17 30 | 7 14 | 20.0% 82.35% | 3 ✓ | 30.0% 17.65% | 0 | 0.0% |

PI03a – a simple solution that aided improvement



2011/12

2011/12

Improvement can be explained by better record keeping – more detailed recording of costs

| | | | |
|---|--|----------------|-----------|
| 01 | PROPRIETARY SURFACE DRESSING | 0 | PP |
| 03 | ANTI-SKID DRESSING | 0 | PP |
| 75 | PUMP STATION MAINTENANCE | 12108 | PP |
| 01 | PROPRIETARY SURFACE DRESSING | 77634 | PP |
| 03 | ANTI-SKID DRESSING | 0 | PP |
| 74 | NEW DRAINAGE SYSTEMS | 18785 | PP |
| C/W PLANNED MAINTENANCE - PREVENTATIVE | | 108527 | PP |
| 04 | PROPRIETARY MICRO SURFACE UP TO 25MM | 0 | PC |
| 06 | PLANNED PATCHING | 101250 | PC |
| 0A | THIN CARRIAGEWAY OVERLAY (25-60mm) | 246704 | PC |
| 0B | MODERATE CARRIAGEWAY OVERLAY (60-100mm) | 7054 | PC |
| 0G | THIN CARRIAGEWAY INLAY (25-60mm) | 7342 | PC |
| 0H | MODERATE CARRIAGEWAY INLAY (60-100mm) | 2238 | PC |
| 0J | STRUCTURAL CARRIAGEWAY INLAY (100-200mm) | 0 | PC |
| 0N | CARRIAGEWAY RECONSTRUCTION (200mm +) | 1589 | PC |
| 26 | KERBING | 1736 | PC |
| 70 | DRAINAGE MAINTENANCE | 398828 | PC |
| 71 | CULVERT MAINTENANCE | 4905 | PC |
| 04 | PROPRIETARY MICRO SURFACE UP TO 25MM | 135287 | PC |
| 06 | PLANNED PATCHING | 221786 | PC |
| 07 | PREPARATION FOR C/WAY SURFACE TREATMENTS | 131558 | PC |
| 0A | THIN CARRIAGEWAY OVERLAY (25-60mm) | 172764 | PC |
| 0B | MODERATE CARRIAGEWAY OVERLAY (60-100mm) | 27293 | PC |
| 0G | THIN CARRIAGEWAY INLAY (25-60mm) | 101972 | PC |
| 0H | MODERATE CARRIAGEWAY INLAY (60-100mm) | 605744 | PC |
| 0J | STRUCTURAL CARRIAGEWAY INLAY (100-200mm) | 120594 | PC |
| 26 | KERBING | 147935 | PC |
| 70 | DRAINAGE MAINTENANCE | 57240 | PC |
| C/W PLANNED MAINTENANCE - CORRECTIVE | | 2493819 | PC |

PI 37 – Percentage of customer enquiries / requests for service closed off within council's own identified response times.

- ❑ No data in 11-12
- ❑ 13-14

| <i>Year</i> | <i>CSRCO</i> | <i>CSREQ</i> | <i>PI Results</i> |
|---------------------|---------------------|---------------------|--------------------------|
| <i>11/12</i> | <i>??</i> | <i>5349</i> | <i>??</i> |
| <i>13/14</i> | <i>2522</i> | <i>3091</i> | <i>81.59%</i> |



PI39 Percentage of safety inspections (c/ways) carried out on time has increased by 29.08%

2011-12

Surveys Issued = 90 Done on time = 56
62%

2013-14

Surveys Issued = 69 Done on time = 63
91.3%

PI39 Percentage of safety inspections (c/ways) carried out on time has increased by 29.08%



- New Safety Survey Procedure Manual introduced
- Contingency periods introduced:-

| Standard Frequency | Flexibility (plus or minus) |
|--------------------|-----------------------------|
| One Month | 5 days |
| 3 Months | 10 days |
| 12 Months | 20 days |

PI39 Percentage of safety inspections (c/ways) carried out on time has increased by 29.08%

Daily reports received

Inspection PI Summary Report



This report shows whether an inspection was completed within the Required Completion Date and how many days late it was if not completed within the Required Completion Date.

If user criteria was specified, it will be shown below:

| Inspection | Due Date | Completed_Date | Summary |
|---|-------------------|----------------|-------------|
| Three Monthly | | | |
| Three Monthly of AREA D (3 MONTHLY) (Awaiting Return) | 24/01/2015 00:00: | Not completed | 3 days late |
| Yearly Service | | | |
| Yearly Service of AREA C (12 MONTHLY) (Awaiting Return) | 01/04/2015 00:00: | Not completed | Within time |
| Yearly Service of AREA B (12 MONTHLY) (Awaiting Return) | 01/04/2015 00:00: | Not completed | Within time |
| Yearly Service of AREA D (12 MONTHLY) (Awaiting Return) | 01/04/2015 00:00: | Not completed | Within time |
| Yearly Service of AREA A (12 MONTHLY) (Awaiting Return) | 01/04/2015 00:00: | Not completed | Within time |



The Winners 2013-14

