



West Lothian Council

COUNCIL EXECUTIVE

DRIVING IMPROVEMENTS FOR THE MANAGEMENT AND MAINTENANCE OF THE SCOTTISH TRUNK ROAD NETWORK - LOCAL AUTHORITY CONSULTATION

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

To advise the Executive that officers have responded, at short notice, to a consultation relating to future maintenance arrangements for the trunk road network in Scotland.

B. RECOMMENDATION

That the Council Executive notes the content of the response to the request for consultation that has been submitted to the Scottish Government.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on our customer's needs, being honest, open and accountable, making best use of our resources and working in partnership
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	None
III Resources - (Financial, Staffing and Property)	None
IV Consultations	None

D. TERMS OF REPORT

1.0 Introduction

- 1.1 Transport Scotland (TS) is currently considering how best to deliver integrated transport, at a strategic level, more effectively. As part of that process the current maintenance arrangements for the maintenance of the trunk road network are being reviewed. One of the processes employed is a consultation document (see appendix 1)
- 1.2 The maintenance of the Trunk Road network was carried out by the local authorities under an 'agency agreement' until 1995, when it was first put to competitive tender. The work has been subject to competitive tender since that time and maintenance is currently provided, in the southeast network area by Bear Scotland.
- 1.3 A consortium of local authorities including the former Lothian Region, West Lothian Council after 1996, won the first competitive tender let.

When the work was re-entered in 2000 it was won by a private contractor, Amey Roads Scotland.

At the time the loss of the work caused some concerns including the forced TUPE transfer of a number of staff to the new provider.

Since that time West Lothian Council has played no part in the maintenance of the trunk road network.

2.0 **The Consultation**

- 2.1 Transport Scotland has contacted many interested parties including all Scottish Local authorities, by e-mail, asking them to contribute to the consultation. The deadline for the submission of evidence to the consultation process was 20th February 2009.
- 2.2 The consultation document, can be accessed via the link, at the end of this report (see appendix 2) and identifies some background to the situation.

Part 1 Reviews the current arrangements in place.

Part 2 Looks at potential future delivery strategies.

Part 3 Investigates existing or possible future collaboration/partnering arrangements.

Part 4 Looks at future consultation.

- 2.3 Part 2 'Potential Future Delivery Strategies' identifies three potential options, as detailed below

2.3.1 **Strategy 1 – Developed Operating Company Contracts.**

This strategy builds on the existing arrangement but seeks to establish greater partnership working between the current Operating Companies and Local Roads Authorities See Questions 5,6. Appendix 2.

2.3.2 Strategy 2. – Developed Operating Company Contracts (including Collaboration Framework Contracts)

This strategy is similar to strategy 1. But would make upfront provision for participating Local authorities to procure services through it. See question 7. Appendix 2

2.3.3 Strategy 3. - Maintain Finance and Operate Contracts

Under this type of contract, the service provider would fully take over the management and maintenance of the network of the trunk road network within a unit, maintain the network to a pre-determined standard and would return the network at the end of the contract in a predetermined condition. See question 8.

2.4 Part 3 Investigates existing or possible future collaboration/partnering arrangements. See questions 11 to 16 appendix 2

2.5 Part 4 Future Consultation. See question 17 appendix 2

E. CONCLUSION

Transport Scotland (TS) is currently considering how best to deliver integrated transport, at a strategic level, more effectively. As part of that process the current maintenance arrangements for the maintenance of the trunk road network are being reviewed. One of the processes employed is a consultation document (see appendix 1)

Council Executive is asked to note the content of the response to the request for consultation that has been submitted to the Scottish Government.

Further the executive will be consulted prior to the return of any further information requested.

Appendices/Attachments: **Appendix 1** – is a link to the consultation doc. <http://www.transportscotland.gov.uk/reports/consultation-papers-and-responses/driving-improvements>
Appendix 2 - Local Authorities Driving Improvements Questionnaire

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