

Public Document Pack

Argyll and Bute Council **Comhairle Earra-Ghàidheal Agus Bhòid**

Executive Director: Douglas Hendry



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1 March 2023

SUPPLEMENTARY PACK 1

ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE - ON A HYBRID BASIS IN THE COUNCIL CHAMBER, KILMORY, LOCHGILPHEAD AND BY MICROSOFT TEAMS on THURSDAY, 2 MARCH 2023 at 10:30 AM

I enclose herewith **item 4 (ROADS RECONSTRUCTION CAPITAL PROGRAMME)** which was marked to follow on the Agenda for the above meeting.

Douglas Hendry
Executive Director

ITEM TO FOLLOW

4. ROADS RECONSTRUCTION CAPITAL PROGRAMME (Pages 3 - 14)

Report by Executive Director with responsibility for Roads and Infrastructure Services

Environment, Development and Infrastructure Committee

Councillor John Armour	Councillor Jan Brown
Councillor Garret Corner	Councillor Robin Currie (Chair)
Councillor Mark Irvine	Councillor Andrew Kain (Vice-Chair)
Councillor Donald Kelly	Councillor Jim Lynch
Councillor Tommy MacPherson	Councillor Ian MacQuire
Councillor Luna Martin	Councillor Ross Moreland
Councillor William Sinclair	Councillor Andrew Vennard
Councillor Peter Wallace	Councillor Gary Mulvaney

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROADS AND
INFRASTRUCTURE SERVICES****2 MARCH 2023**

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2023/24

1.0 EXECUTIVE SUMMARY

- 1.1 The Roads Reconstruction Programme has been structured in line with the Roads Asset Management and Maintenance Strategy. The focus has been to arrest the rate of decline and provide an overall improvement in condition as has been demonstrated in the Annual Status and Options Report. In previous years this has been achieved through the delivery of a mix of carriageway resurfacing, edge strengthening, patching/surface dressing and in-situ road surface recycling. These treatments have been designed to seal the road to stop the ingress of water, improve ride quality and reduce the amount of reactive repairs. This has resulted in an overall improvement in road condition. Without this investment and works there would have been a significant deterioration in condition and a detriment to the travelling public, economic opportunity and tourism.
- 1.2 Attached to this report is a draft programme for roads reconstruction schemes for 2023/24. This programme has been designed using the Road Condition Index (RCI) which is produced by the national road condition survey data. This survey information is used by officers to determine a programme. In addition to the RCI data, information such as road traffic collisions, known development, activities such as timber harvesting and skid condition (of the carriageways surface) which is measured by a separate survey are also considered together with information brought forward from Elected Members, community groups and stakeholders. This information is considered at officer level when appropriate engineering judgement is also applied to ensure that maximum benefit can be derived from the available investment.
- 1.3 As per previous years any post winter deterioration may result in some adjustment to the programme to ensure that the best rates of return in terms of whole life costs can be achieved.
- 1.4 It is recommended that the Environment, Development and Infrastructure Committee:

- i. Endorses the proposed programme of capital works for 2023/24
- ii. Agrees that details of each area committee's programme will be forwarded on to individual Elected Members
- iii. Notes that following the budget decision on 23 February 2023, a programme of footway works will be presented to a future meeting of the Environment, Development and Infrastructure Committee.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

ROADS AND
INFRASTRUCTURE SERVICES

2 MARCH 2023

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2023/24

2.0 INTRODUCTION

- 2.1 This report provides details of the proposed roads reconstruction programme for 2023/24. The programme is based on the 2023/24 allocation of a total of £8.0M, which includes £754k brought forward from 2022/23.
- 2.2 The additional funding allocated at the Council meeting on 23 February 2023 means that there is now a £8M programme for both this financial year and for 2024/25. This level of investment is welcomed and enables substantial programmes of works to be delivered across the road network focusing on arresting deterioration and where possible improving road condition.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:
- i. Endorses the proposed programme of capital works for 2023/24
 - ii. Agrees that details of each area committee's programme will be forwarded on to individual Elected Members
 - iii. Notes that following the budget decision on 23 February 2023, a programme of footway works will be presented to a future meeting of the Environment, Development and Infrastructure Committee.

4.0 DETAIL

- 4.1 The focus of the roads reconstruction programme has been to recover the network through the delivery of a mix of carriageway resurfacing schemes, patching/surface dressing and in-situ road surface recycling, which follow the principles set out within the Roads Asset Management Plan.
- 4.2 This Council has approximately £122M of backlog maintenance in the road network. This means that over £122M would need to be invested to bring the road network up to an A1 standard. Most councils are in a very similar position. Clearly in the current financial time we are not going to see the level of

investment required to bring the road network up to an A1 condition. However, over the last decade there has been a carefully applied strategy of delivering revenue and capital funding collectively and delivering a series of works designed to minimise reactive work, carry out right first time repairs wherever possible and to deliver surfacing techniques and specifications which maximizes the amount of repairs and resurfacing which is delivered. As with almost all council services there is insufficient funding available to treat all the sections of road that we'd like to do, the focus being on treating sections where we can maximise the financial return and in so doing reduce the amount of reactive repairs carried out. The available funding means that almost all roads authorities, including Argyll and Bute are unable to treat every section of road they would like to do. However, the investment levels that the Council has made over a number of years have made a positive impact on the council's road condition. This has been detailed in the Road Condition Index reported separately to this meeting.

- 4.3 In previous years, the proposed schemes have been selected using the Councils Roads Asset database WDM-PMS and using the information collected from the SCANNER Survey carried out in summer months. In-line with recommendations within the Annual Status and Options Report, the programme is not necessarily concentrated on all the red roads but instead has been aligned to focus on a combination of red and amber roads to arrest deterioration. This effectively provides a stitch in time approach and ensures that we get the best rate of return from the investment available. Red roads are roads requiring attention currently, amber roads are roads which will require attention in the not too distant future and green roads are roads which require no attention. By progressing schemes which will provide the best rate of return, taking consideration of the survey results and associated data, the Council is able to deliver a programme of schemes which maximises the benefits to the travelling public from the available investment.
- 4.4 Surface dressing schemes are selected on the basis that, either the skid resistance of the road surface is poor, or the road surface requires sealing before it fails. There is also a weighting / ranking applied that aligns with a routes classification and hierarchy together with the Road Condition Index.
- 4.5 As in previous years, the roads reconstruction programme will be delivered by a mixed economy model with the Councils in-house team delivering carriageway reconstruction and patching works. The surface dressing element of the programme will be delivered by an external contractor. This enables the maximum surface area to be covered which will help to seal carriageway cracks, prevent the ingress of water and reduce the amount of reactive maintenance for potholes.
- 4.6 The table below details the total of the 2023/24 original allocation and the increased allocation following the 23 February Budget meeting. The table also includes funding which has slipped from 2022/23. The capital budget allocation for 2023/24 has been split in line with the pre-agreed percentage formula which is based on road area and population. The two schemes being carried forward

are Breadalbane Street Tobermory, due to land ownership and Japanese knotweed issues, and the landslip at Claonaig B8001 where there are ongoing complex design works.

Area Committee Area	Total
Brought forward from 2022/23	£754,000
OLI (35%)	£2,536,100
MAKI (31%)	£2,246,260
B&C (20%)	£1,449,200
H&L (14%)	£1,014,440
Total	£8,000,000

4.7 In 2022/23 there was also a grant from the Strategic Timber Transport Scheme (STTS) totalling some £1M. This funding was used to match fund existing schemes on the council network where timber extraction was programmed to be carried out. It is officers' intention to make further bids to the STTS for 2023/24 which, if successful, will provide additional investment for the road network.

4.8 **The capital programme presented is based on carriageway condition late autumn/early winter. With the effect of winter this programme may need to be adjusted to ensure that any investment takes into consideration any winter deterioration.**

4.9 The programme for each of the administrative areas will be forwarded to Area Committee Members and updates to Area Committees as the programme progresses. The programme will also be available on the council web site with key scheme status and dates.

Footway Reconstruction

4.10 At the budget meeting held on 23 February council allocated £750k for footway reconstruction works. It is proposed that an area based programme is developed and will be presented to a future meeting of the Environment, Development and Infrastructure Committee.

5.0 CONCLUSION

5.1 This report provides details of the proposed roads reconstruction programme for 2023/24.

6.0 IMPLICATIONS

- 6.1 Policy - works assessed and carried out under the current Roads Asset Management Plan.
- 6.2 Financial - programme will be based on capital allocation for year 2023/24.
- 6.3 Legal – None known.
- 6.4 HR - reconstruction works delivered by a combination of in-house roads operations team and sub-contractors.
- 6.5 Fairer Scotland Duty: None known.
 - 6.5.1 Equalities - protected characteristics – None known.
 - 6.5.2 Socio-economic Duty – None known.
 - 6.5.3 Islands – None known.
- 6.6 Climate Change – due regard will be given to climate change with a view to minimising any climate change impact and these will be considered as and when they arise.
- 6.7 Risk - completed works will reduce requirement to repair roads and will arrest the carriageway/footway deterioration.
- 6.8 Customer Service - overall improvement in road surfaces and the quality of driven journeys.

Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan

Head of Roads and Infrastructure: Jim Smith

Policy Lead for Roads and Transportation Councillor Andrew Kain

February 2023

For further information contact:

Jim Smith, Head of Roads and Infrastructure Service

Hugh O'Neill, Network and Standards Manager/Tom Murphy, Operations Manager

APPENDICES

Appendix 1 – MAKI Proposed Roads Reconstruction Programme 2023/24

Appendix 2 – OLI Proposed Roads Reconstruction Programme 2023/24

Appendix 3 – B&C Proposed Roads Reconstruction Programme 2023/24

Appendix 4 – H&L Proposed Roads Reconstruction Programme 2023/24

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OPERATIONAL BUDGET 2023	£7,246,000
Brought forward 2022/23	£754,000
Total Budget	£8,000,000

Potential Match Funding

HELENSBURGH & LOMOND 14% £ 1,014,440.00

Helensburgh and Lomond

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
U189	Lineside walk	Garelohead	Surface Dress	£25,000
U170	Kidston drive	Rhu	Surface Dress	£29,000
U081	Cumberland Avenue	Helensburgh	Surface Dress	£20,000
U228	Luss to A82	Luss	Surface Dress	£112,000
B833	Mill Brae	Garelohead	Surface Dress	£94,000
U237	Portincaple road	Garelohead	Surface Dress	£55,000
U244	Red Road	Cardross	Surface Dress	£66,500
U237	Darleith Road	Cardross	Surface Dress	£88,000
A818	Daligan bends	Helensburgh	Resurface	£55,000
U101	E King, Charlotte- Henry Bell st	Helensburgh	Inlay	£22,500
A814	Glen Douglas junction	Arrochar	resurface	£45,000
A814	North of Glen Douglas	Arrochar	resurface	£83,000
U004	Adelaide street- East king st to King st crescent	Helensburgh	inlay	£22,500
U247	Redguantlet rd- Talisman crescent to Endrik wynd	Helensburgh	Inlay	£30,000
U259	School road	Rhu	inlay	£37,000
A814	Roundabout at A817/A814	Garelohead	inlay/kerbing	£37,000
U053	Camsail road	Helensburgh	inlay	£45,500
B833	Altnabui-Mambeg	Garelohead	overlay	£25,500
B833	South of Pier-Mambeg	Garelohead	Major Maint.	£22,000
B833	Peir cottage to Mambeg house	Garelohead	Overlay	£77,000
C69	Glen Douglas at Doune	Arrochar	resurface	£22,500
			Total	£1,014,000

Note: Estimated values rounded, however, allocated budget will be target expenditure

OPERATIONAL BUDGET 2023	£7,246,000
Brought forward 2022/23	£754,000
Total Budget	£8,000,000

Potential Match Funding

B&C 20% £1,449,200

Bute and Cowal

Bute

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
A886	From 2022-23 site heading north	Port Bannatyne	Surface dress	£74,500
B881	Meikle Grenach to A844 Scalpsie Jtn	Rothsay	Surface dress	£160,000
UC5	Glecknabae - Pipers Cave	Port Bannatyne	resurface	£41,000
UC5	Glecknabae - Lenihall	Port Bannatyne	resurface	£29,500
A886	Rhubodach Farm	Port Bannatyne	Overlay	£62,000
U11	Castle St (PB) - Quay St to George St	Rothsay	Inlay	£57,500
Total				£424,500

Cowal

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
A815	Strachur - Sawmill to Fire Station	Strachur	Surface dress	£55,000
A815	Rashfield to Orchard	Sandbank	Surface dress	£63,500
A815	Ardhallow to Cluniter House	Inenellan	Surface dress	£109,500
A815	Cluniter Point to Pier Road - Innellan	Inenellan	Surface dress	£78,500
A885	A815 to Bencorum Brae	Sandbank	Surface dress	£124,500
A8003	A886 to North Lodge	Tighnabruaich	Surface dress	£40,000
A8003	View Point Southwards	Tighnabruaich	C/W extension, realigned VSF	£108,500
A815	A886 to Strachur Fire Station	Strachur	Inlay	£112,000
A815	Rankins Brae to Fir Brae	Sandbank	Inlay	£137,500
B8042	Argyll St to Alfred St & A815 to Royal Crescent North	Dunoon	Inlay	£181,500
Total				£1,010,500

B&C Scheme Total £1,435,000

Note: Estimated values rounded, however, allocated budget will be target expenditure

OPERATIONAL BUDGET 2023	£7,246,000
Brought forward 2022/23	£754,000
Total Budget	£8,000,000

Potential Match Funding

OLI 35% £2,536,100

Oban, Lorn and the Isles

LORN	£1,394,855
MULL& ISLES	£1,141,245

Lorn

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
C31	Ardanasaig Road	Kilchrenan	Surface Dress	£147,500
B845	Taychreggan Road	Kilchrenan	Surface Dress	£31,000
U37	Loch Creran Road	Barcaldine	Surface Dress	£293,500
U134	Loch Creran Road	Barcaldine	Surface Dress	£239,000
A819	Claddich Bends PH 2	Dalmally	Earthworks, culvert and C/W extension, VSF	£88,500
A816	Kilninver - PH 7	Kilninver	C/W extension, VSF	£148,500
A816	Blaran Ph 4	Kilmelford	Earthworks and C/W extension	£67,000
A816	Loch Nan Druimnean	Kilmelford	Inlay/Edges	£29,000
A816	Arduanie Overlay	Arduanie	Overlay	£79,000
B8003	Cattery to Church	Cuan Rd	Overlay	£25,500
B8045	Area near shop	Lismore	Overlay	£17,000
B844	Clachandubh Farm	Balvicar	Overlay	£26,500
B845	Barcaldine- Bonawe	Barcaldine	Overlay	£50,000
C25	Queens Brae	North Connel	Inlay	£39,000
C32	Glencruitten Road	Oban	Inlay	£34,500
C33	Lerags Road	Oban	Overlay	£25,500
U004	Croft Road	Oban	Inlay	£32,000
U10	Ardmaddy Road	Balvicar	Overlay	£25,500
Total				£1,398,500

Mull

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
*C 68	Breadalbane St Wall	Mull -Tobermory	Retaining wall & footpath	£434,000
A848	Ardnacross to Gulan Dubh	Salen	Surface Dress	£98,500
A848	Gulan Dubh to Tobermory	Tobermory	Surface Dress	£219,500
C47	Glen Gorm from B8073s	Tobermory	Surface Dress	£99,000
U74	Eorabus	Mull -Ardtun	Overlay	£25,500
C34	Hill Road	Mull -Hill Road	Overlay	£84,500
U70	Caliach Road	Mull - Caliach	Overlay	£25,500
C49	Ardtun	Mull - Ardtun	Overlay	£25,500
B8035	Knock	Mull - Knock	Overlay	£68,000
U14	Grasspoint	Mull - Grasspoint	Overlay	£68,000
U009	Main Street, Dervaig	Mull - Dervaig	Overlay	£38,000
B8073	Tobermory to Dervaig	Mull - Dervaig	Overlay	£127,000
B8072	Sorisdale Road	Isle of Coll	Overlay	£247,500
Total				£1,126,500

Area Total £2,525,000

Note: Estimated values rounded, however, allocated budget will be target expenditure

* Carry forward scheme not included in area totals

OPERATIONAL BUDGET 2023	£7,246,000
Brought forward 2022/23	£754,000
Total Budget	£8,000,000

Potential Match Funding

MAKI 31% £ 2,246,260.00

Mid Argyll Kintyre and the Islands

MID ARGYLL	£	741,265.80
KINTYRE	£	741,265.80
ISLANDS	£	763,728.40

Mid Argyll

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
A816	Kilmartin-Carnassarie	Kilmartin	Surface Dress	£182,000
B8024	Middle Hill -Ormsary House	Kilberry	Surface Dress	£226,000
A819	Electric Cottage Ph3	Inveraray	Edge Strengthening & Drains	£178,000
A816	Barrichbeyan PH2	Craobh Haven	Regulate and Surface	£93,500
A819	Inveraray -Fish Farm	Inveraray	overlay	£61,000
Total				£740,500

Kintyre

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
*B8001	CLOANAIG SLIP SITE (budget tbc)	Skipness	Reinforced Earth & resurface	£320,000
B842	Second half of Killellen to Achnaglach Site.	Southend Rd	Surface Dress	£34,500
C19	Between Kilkerran Rd & Fachoig	Learside Rd	Surface Dress	£310,000
B879	B879 junc to Network Centre.	Carradale	Surface Dress	£21,500
C20	Between New Bridge & Arnicle.	Bar Glen Rd	Surface Dress	£101,000
U 16	Kilypole timber route (with STTS)	Machrihanish	Resurfacing and drainage	£25,500
U13	Macharioch	Southend	Overlay	£63,000
B843	West Trodugal	Machrihanish	Overlay	£29,000
Burnbank St	Burnbank St	Campbeltown	Inlay	£31,500
Burnside St	Burnside Sq to Longrow	Campbeltown	Inlay	£14,000
Bolgam St	Bolgam St	Campbeltown	Inlay	£17,000
Dell Rd	Dell Rd	Campbeltown	Inlay	£41,500
Range Rd	Range Rd	Campbeltown	Inlay	£30,000
U33	Woodlands Dr	Campbeltown	Inlay	£21,000
Total				£739,500

2022-23 budget b/f

Islands

Road	Scheme Name	Town	Treatment	Estimated Scheme Value
B8016	Glenegeedale northwards	Islay High Road	Surface Dress	£149,000
C17	From Uc26 junction to S of Upper Cragabus	Islay - Oa Rd.	Surface Dress	£99,000
Uc34	Craigens Cottage to Bun an Uilt	Islay Killinallan	Surface Dress	£59,500
Uc14	A846 to East Lodge	Islay Scarabus	Surface Dress	£48,000
A847	West of Bridgend	Bridgend	Surface Dress	£155,000
A846	Corry Hill to Island House	Bowmore	Overlay	£158,000
C12	S of Barr to W of Cattadale	Ballygrant	Overlay	£95,500
Total				£764,000

Area Total £2,244,000

Note: Estimated values rounded, however, allocated budget will be target expenditure

*Carry forward scheme not included in area totals