
ROADS CAPITAL RECONSTRUCTION PROGRAMME 2018/19

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 these works and investment there would have been a significant deterioration in condition. Additional funding was allocated at the Council Budget Meeting on 22 February 2018 for financial years 2018/19 and 2019/20. A summary of the available budgets is detailed in Table 1 in paragraph 4.2 of the report.
- 1.2 Attached to this report is a draft programme for roads reconstruction and footway schemes for 2018/19. This programme has been designed using the Road Condition Index (RCI) which is produced by a national road condition survey. 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 a skid condition (of the carriageways surface) which is measured by a separate survey are also considered together with information brought 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 The proposed capital works program is 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 is targeted accordingly. Should any changes be required to the programme, the Policy Lead and Depute Policy Lead will be notified prior to any amended area scheme list being sent out to local members.

RECOMMENDATION

- 1.4 That the Committee endorses the proposed programme of capital works for 2018/19, and also agrees that details of each area committees programme will be forwarded on to individual Elected Member.

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2.0 INTRODUCTION

- 2.1 This report provides details of the proposed roads reconstruction programme for 2018/19.

3.0 RECOMMENDATIONS

- 3.1 That the Committee endorses the proposed programme of capital works for 2018/19, and also agrees that details of each area committees programme will be forwarded on to individual Elected Members.

4.0 DETAILS

- 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 The proposed capital works programme is based on the funding allocation which was confirmed at the Council Budget Meeting held on 22 February 2018. The total allocation for 2018/19 and 2019/20 for roads is detailed in Table 1 below:

Table 1

	2018/19 £000	2019/20 £000
Roads Capital in plan	2,882	5,250
Extra roads funding allocated at Council meeting	5,500	2,800
Total roads funding	8,382	8,050
Footways funding allocated at Council meeting	250	250
Grand Total	8,632	8,300

The area allocation is detailed in Table 2 below:

Table 2

Area	Roads/Carriageway Funding 2018/19 £000	Roads/Carriageway Funding 2019/20 £000	Footway Funding 2018/19 £000	Footway Funding 2019/20 £000
MAKI	2,598.42	2,495.5	45	45
OLI	2,933.7	2,817.5	38.25	38.25
B&C	1, 676.4	1,610	82.5	82.5
H&L	1, 173.48	1,127	84.25	84.25
Total	8,382	8,050	250	250

- 4.3 The proposed schemes have been selected using the Councils Roads Asset database *WDM-PMS* and using the information collected from the full SCANNER Survey carried out in summer 2017. In-line with recommendations within the Annual Status and Options Report, the programme is not necessarily concentrated on the *red* roads but instead has been realigned to focus on the *amber* roads to arrest deterioration and prevent these becoming *red*. 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. Footway schemes are prioritised based on information from formal inspections.
- 4.4 Attention is drawn to the fact that schemes are not necessarily directed at what could be considered as 'roads in a poor condition'. 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.
- 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; yet to be identified, however, the tendering process will commence as budgets are confirmed.
- 4.6 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 is targeted accordingly.
- 4.7 The programme for each of the administrative areas will forwarded to Area Committee Members.

5.0 CONCLUSION

- 5.1 This report provides details of the proposed roads reconstruction programme for 2018/19.

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 2018/19.
6.3	Legal	None
6.4	HR	Reconstruction works delivered by a combination of in-house Roads Operations team and sub-contractors.
6.5	Equalities	None
6.6	Risk	Completed works will reduce requirement to repair roads and will arrest the existing carriageway/footway deterioration.
6.7	Customer Services	Overall improvement in road surfaces and the quality of driven journeys.

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APPENDICES

Appendix 1 – Proposed Roads Reconstruction Programme 2018/19