

UPDATE ON ROADS CAPITAL RECONSTRUCTION PROGRAMME 2020/21

1.0 EXECUTIVE SUMMARY

- 1.1 In March 2020 the Environment, Development and Infrastructure (EDI) Committee endorsed the programme of capital works for roads reconstruction and footway schemes for 2020/21.
- 1.2 This report provides an update of the Roads and Infrastructure Services operational capital and revenue matters relating to roads activities throughout the Council area.
- 1.3 It is recommended that Members consider the update provided in the report.

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2.0 INTRODUCTION

- 2.1 In March 2020 the Environment, Development and Infrastructure (EDI) Committee endorsed the programme of capital works for roads reconstruction and footway schemes for 2020/21.
- 2.2 This report provides an update of the Roads and Infrastructure Services operational capital and revenue matters relating to roads activities throughout the Council area.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members consider the update provided in the report.

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 However, due to the Covid-19 pandemic much of the cyclic and 'normal' works carried out by our teams for the first months of this financial year has been reprioritised following Scotland entering lockdown on 23rd March 2020.
- 4.3 As we entered lockdown, service delivery was reprioritised to ensure that our teams could safely deliver a reduced set of services. These services included: amended refuse collection routes, provision of burial and cremation services, continued inspection of key infrastructure with appropriate repairs, a reduced ferry service etc. Non-essential works were stopped in line with government guidance.
- 4.4 The 2020/21 Capital Programme was restarted in the latter part of July and has been revised with a number of preparatory schemes being carried out which will enable surface dressing to be applied in 2021. This in effect moves us to a two year capital investment programme due to delay in commencing the programme due to Covid restrictions. The total value of works which have been put back to financial year 2021/22 is £2.194M.
- 4.5 The annual Capital programme of work for Roads due to COVID-19 was postponed however as of 20 July 2020 and in line with Scottish Government phased route plan and

the Scottish Road Works Commissionaire guidance we began Capital Works week commencing 20 July 2020. The capital programme has been modified by moving the surface dressing works into next financial year and focusing on a reduced resurfacing programme which includes a mix of traditional resurfacing, surface dressing preparatory works and insitu recycling. Surface dressing is not being delivered this year as there would have been insufficient time for the stone chips to adequately embed into the receiving road surface. The embedment of surface dressing chips requires the warmer summer temperatures which soften the underlying road material allowing the chips to become bedded in with the action of passing traffic.

- 4.6 The council has again been successful in receiving £1.227M of grant funding to upgrade roads used for timber extraction. This grant funding comes with conditions on which routes receive treatment and the work has to be delivered within a specified timescale, within this financial year. This year's grant and previous year's grants have significantly contributed to maintaining the condition of the council's road network with this funding effectively complementing the significant capital investment made by the council for roads surfacing and reconstruction over the last few years.
- 4.7 Mostly due to the restrictions imposed by the Covid 19 pandemic and also to ensure that we are able to fully benefit from the timber grant funding, the original capital programme considered by the March ED&I Committee has been redrafted. The updated programme was communicated to all Members on 11 August with this communication setting out the reasons for the changes from the March programme.
- 4.8 Appendix 1 shows the further updated programme with a breakdown of allocation per area and the budget value being programmed for 2021/22 due to the significant impact of covid-19 and which will require funding to be carried forward into 2021/22. The nature of the Roads Reconstruction Programme is that there will be some minor variance in terms of start and completion dates and also extent of works carried out in individual schemes owing to the varied nature of the road network and unforeseen circumstances which come to light during works. Through the Council's website, there is an up to date programme detailing scheme progress.
- 4.9 As with previous years, forward programmes are drafted on a provisional basis with the overall network condition being further assessed post winter ahead of the 2021/22 works. It may be that following winter deterioration adjustments have to be made to the programme, within the area allocations, to ensure that available funding is targeted on an asset management approach. This will ensures the best return for the funding and mitigates against deterioration in the most effective way enabling more proactive work and reducing the amount of reactive work.

5.0 CONCLUSION

- 5.1 This report provides an update on the roads reconstruction programme for 2020/21.

6.0 IMPLICATIONS

- 6.1 **Policy** – works assessed and carried out under the current Roads Asset Management Plan.
- 6.2 **Financial** – funding that has not been used in the 2020/21 programme will require to be carried forward for year 2021/22.
- 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/Fairer Scotland Duty:**–
 - 6.5.1 Equalities - protected characteristics – none known
 - 6.5.2 Socio-economic Duty – none known
 - 6.5.3 Islands – none known
- 6.6 **Risk**- completed works will reduce requirement to repair roads and will arrest the 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 – Updated Roads Reconstruction Programme per area