

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2021/22

1.0 INTRODUCTION

- 1.1 This report provides details of the finalised roads reconstruction £10m programme for 2021/22. This year's programme is significant with over 140 individual schemes being delivered across the council area.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Environment, Development and Infrastructure Committee endorse the contents of this report.

3.0 DETAIL

- 3.1 The proposed roads capital programme was reported to the Environment, Development Infrastructure Committee in March 2021. As part of the 2021/22 budget process that took place on 25 February 2021 at the Full Council meeting, Members allocated an additional £2.61M for roads reconstruction. Additional schemes have now been added to what is now a £10M Roads Reconstruction programme for financial year 2021/22. These are shown under the heading 'Additional Funding Schemes' within each area programmes in the appendices.

Method used to determine scheme priorities

- 3.2 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 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. The area based programmes are summarized in Appendix 1 – 4. Details of different types of treatment are summarised in Appendix 5.

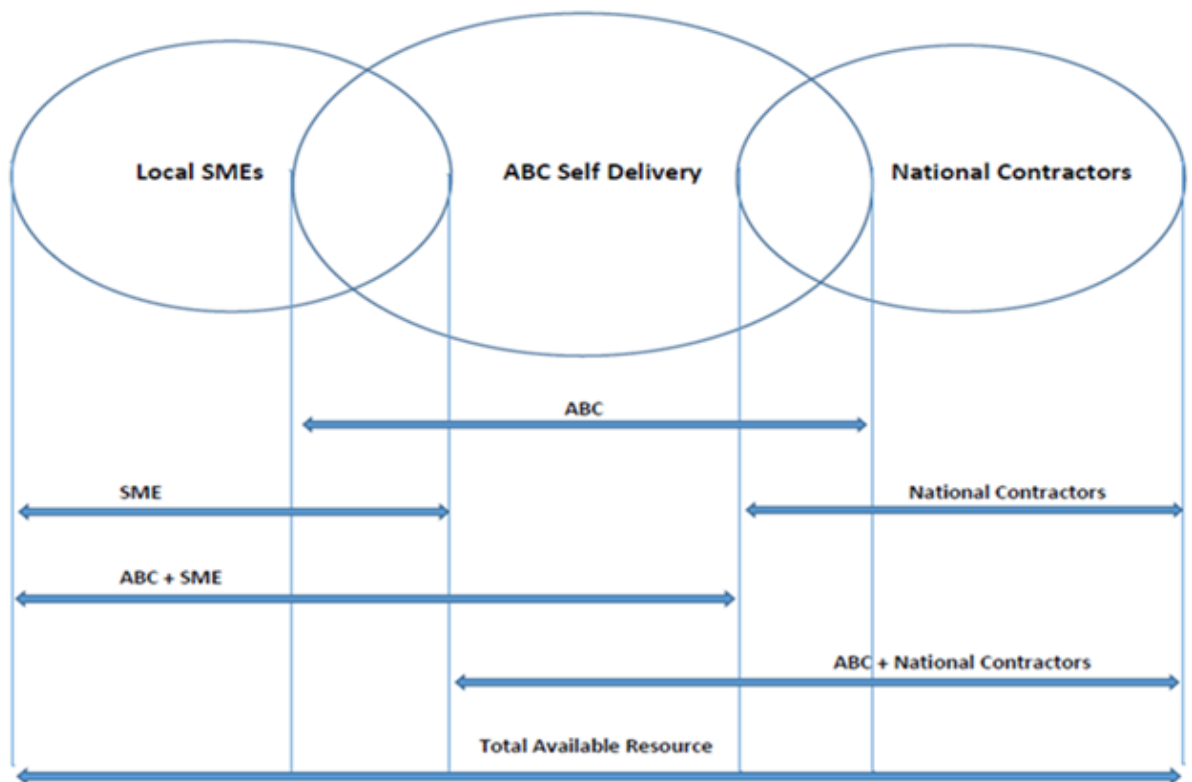
How the Council Delivers the Works

- 3.3 The model utilised by the Council for road works is a mixed economy model. The model

is illustrated below. The fixed council resource is basically sufficient to deliver the majority of the roads resurfacing programme with specialists national contractors being utilised for surface dressing etc and local SMEs being used to add resource to our in-house squads and sometimes deliver full schemes. This model provides value for money as the national surface dressing contractors have high end plant and equipment which is sweated through a long laying season. The high tech equipment is not cost effective for a council to buy nor available to hire. Contractor's prices are competitive due to the productivity achieved from the kit. The use of SMEs provides flexibility and nimbleness allowing our total output to be expanded to meet available budgets. This mixed economy model is particularly useful for delivering additional work through grants, funding awards etc.

- 3.4 All sites need to be designed, risk assessed, method statements produced, works details entered onto the New Roads and Street Works register, local business and residents informed of any delays etc together with organising plant, materials and labour for each scheme. Overall this is a very significant logistical operation across our vast geographic area.

Mixed Economy delivery model



Argyll and Bute Council's Audit and Scrutiny Review of Road Maintenance

- 3.5 In 2019 the Council's Audit and Scrutiny Committee selected a panel of Members to carry out a scrutiny review of roads resurfacing. The review process consisted of evidence gathering through interviews and research with senior officers from other local authorities, the Improvement Services, Transport Scotland, BEAR Scotland, external contractors and material suppliers together with council officers.

- 3.6 Overall, the report concluded that the work carried out by Roads and Infrastructure Services is proportionate, provides value for money and is well planned and executed. The full report can be viewed at the following link (item 10): <https://www.argyll-bute.gov.uk/moderngov/ieListDocuments.aspx?CId=546&MId=8506&Ver=4>

Reactive Revenue Repairs ‘v’ Planned Revenue and Capital Repairs

- 3.7 In addition to the capital works which are the main focus of this report there are still several minor works and defects which need to be addressed through the revenue budget. Whilst the majority of capital projects will be designed on a holistic basis taking in any defects within the site area, there are revenue repairs being carried out across the area on a regular basis. It is worthy to note that whilst a number of reactive revenue repair are still necessary, the service aims where ever possible to carry out planned works on a right first time basis. A right first time basis will include cutting out a patch with a vertical edge and reinstating the surface with a suitable hot lay material. Reactive pothole repairs which are often carried out quickly to make an area safe, particularly during winter periods.

4.0 CONCLUSION

- 4.1 This report provides details of the finalised roads reconstruction programme for 2021/22.

5.0 IMPLICATIONS

- 5.1 **Policy** - works assessed and carried out under the current Roads Asset Management Plan.
- 5.2 **Financial** - programme will be based on capital allocation for year 2021/22.
- 5.3 **Legal** - None
- 5.4 **HR** - reconstruction works delivered by a combination of in-house roads operations team and sub-contractors.
- 5.5 **Fairer Scotland Duty:**
- 5.5.1 **Equalities - protected characteristics** – None Known
- 5.5.2 **Socio-economic Duty** – None Known
- 5.5.3 **Islands** – None Known
- 5.6 **Risk** - completed works will reduce requirement to repair roads and will arrest the carriageway/footway deterioration.
- 5.7 **Customer Service** - overall improvement in road surfaces and the quality of driven journeys.

Executive Director with responsibility for Roads and Infrastructure

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Policy Lead for Roads and Infrastructure Councillor Rory Colville

April 2021

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APPENDICES

Appendix 1 – MAKI Roads Reconstruction Programme 2021/22

Appendix 2 – OLI Roads Reconstruction Programme 2021/22

Appendix 3 – B&C Roads Reconstruction Programme 2021/22

Appendix 4 – H&L Roads Reconstruction Programme 2021/22

Appendix 5 – Treatment Overview

KEY

	Schemes brought forward from 2020/21 programme due to Covid
	Initial 2021/22 schemes
	Further schemes following additional budget allocation in February 2021

MID ARGYLL, KINTYRE AND THE ISLANDS

MID ARGYLL

Route	Scheme Name	Estimated Value	Proposed Scheme Details
C42	Barnluasgan - Castle Sween	£190,000	Surface Dress
C43	Kilduskland Road Ardrishaig	£16,000	Surface Dress
C42	Castle Sween - Balimore	£140,000	Pre SD & Surface Dress
U25	Inverlussa Road	£17,000	Pre SD & Surface Dress
A819	Tullich Farm-Ladyfield Southwards	£75,000	Regulate & overlay
A819	Electric Cottage	£146,500	Drainage, edge strengthening & overlay
U76	Pipers Road - Cairnbaan	£15,000	Regulate & overlay
A816	Kilmartin	£75,000	Inlay/Overlay
U20	Kilmartin School Road	£36,000	Regulate & overlay
U55	Queen Elizabeth Furnace	£30,000	Inlay
C36	Furnace Village	£29,000	Inlay
B8024	Glen Ralloch	£100,000	Geogrid & Overlay

KINTYRE

Route	Scheme Name	Estimated Value	Proposed Scheme Details
B8001	Auchmeanach Farm Slip - Cloanaig	£363,000	Embankment Stabilisation
B842	Greenhill - Saddell	£55,000	Surface Dress
B879	B879 + Carradale Streets	£100,000	Surface Dress
U51	Lighthouse Rd at Feorlan - C18 Jct (Retaining Wall£50k)	£95,000	Surface Dress
U59	Machrihanish	£100,000	Pre SD & Surface Dress
B842	High Askomil - Campbeltown	£100,000	Inlay
U50	The Roding - Campbeltown	£85,000	Inlay
U22	Glebe St - Campbeltown	£58,000	Inlay
B8001	Auchmeanach Farm	£50,100	Overlay and drainage Re-instatement
U10	Auchencorvie - Homeston	£100,000	Road Reconstruction / Edge Strengthening
U17	Gobbagreggan Road	£70,000	Regulate & Overlay
U15 / U48	Crosshill Ave / Ralston Road	£100,000	Inlay

ISLAY, JURA

Route	Scheme Name	Estimated Value	Proposed Scheme Details
A846	Feolin - Craighouse	£95,000	Pre SD & Surface Dress
A846	Emeraconart South	£50,000	Surface Dressing
A846	Laphroaig - Ardbeg	£130,000	Pre SD & Surface Dress
A846	Bridgend - Bowmore	£170,000	Pre SD & Surface Dress
A847	Portnahaven	£15,000	Surface Dress
B8017	Guinart Flats	£60,000	Pre SD & Surface Dress

U22	Glenevedale Road	£55,000	Pre SD & Surface Dress
U34	Killinallan Road	£65,000	Pre SD & Surface Dress
U60/U61	Port Ellen Back Roads	£110,100	Inlays - expanded scheme
A846	North of Bridgend	£58,000	Regulate and Overlay
	Isle of Colonsay - Patching	£30,000	Pre SD Patching (for S/D 2022>)
A846	Jura - Feolin Ferry southwards	£50,000	Regulate and Overlay
A846	Laphraoig	£40,000	Embankment stabilisation & surfacing
B8016	Various Locations Glenevedale Lots, Leorin	£180,000	Regulate and Overlay

OBAN, LORN AND THE ISLES**LORN**

Route	Scheme Name	Estimated Value	Proposed Scheme Details
B840	Braevallich- Portsonachan	£200,000	Surface Dressing
B8077	Stronmillichan	£91,000	Surface Dressing
C32	Glencruitten	£35,000	Surface Dressing
C30/C29	Kilmaha - Inverinan	£220,000	Pre SD & Surface Dressing
Unclassified	Connel Village	£30,000	Inlay Scheme
A816	Blaran Ph2 (STTS 2010)	£150,000	Embankment strengthening, C/W widening & overlay
B845	Barrachander PH2 (Glen Nant)	£100,000	Strengthening & overlay
C26 /U39 /U40 /U41	South Shian loop road and spurs	£100,000	Regulate & overlay Pre SD 22-23
C29	Loch Avich	£100,000	Regulate & overlay
U25	Muasdale Road	£48,000	Regulate & overlay
C34	Gallanach Road	£70,000	Inlay
U14	Scammadale Road	£68,000	Regulate & overlay Pre SD 22-23
C33	Lerags Road	£30,000	Regulate & overlay
	Luing - various sections	£100,000	Regulate & overlay
U22	Achavaich Road	£30,000	Regulate & overlay
U37	Fasnacloich Rd	£30,000	Regulate & overlay
U52	Glenshellach Rd	£25,000	Regulate & overlay
U18	Loch Nell	£30,000	Regulate & overlay
U005	Croft Avenue	£25,000	Inlay
A816	Kilninver - Kilmore	£120,000	Reshape & Overlay Completion of widening scheme
A816	Soroba Road	£50,000	Structural Patching
U43	Lochavullin Road	£50,000	Inlay
B844	Kilninver - Lochseil	£40,000	Overlay
B845	Blarcreen - Glensallach	£40,000	Overlay
U56	Pulpit Rock - Surfacing	£40,000	After £85k Street lighting scheme

MULL

Route	Scheme Name	Estimated Value	Proposed Scheme Details
A849	Torrans Bridge to Fionnphort	£380,000	Surface Dressing
U71, U72, U77 U78, U21	Ross of Mull , Spur Roads	£140,000	Surface Dressing
C50	All Roads Iona	£80,000	Pre SD & Surface Dressing
U20 & U73	Ross of Mull , Spur Roads	£130,000	Pre SD & Surface Dressing
U16	Croggan	£75,000	Regulate & overlay
B8073	Burg	£30,000	Regulate & overlay
C45	Hill Rd - Ph2 Dervaig - Torloisk	£71,000	Regulate & overlay

B8072	Coll , Cranaig Junction-Sorisdale	£60,000	Regulate & overlay
A849	Lochdon South	£50,000	Carriageway Widening
B8073	Killiechronan to Ulva ferry Ph2	£104,000	Regulate & overlay
C46	Glenbellart	£100,000	Regulate & overlay
C54	Lochbuie	£50,000	Regulate & overlay

BUTE AND COWAL**BUTE**

Route	Scheme Name	Estimated Value	Proposed Scheme Details
A844	Craigmore - Bogany Point	£60,000	Surface Dressing
B878	Barone Road	£60,000	Surface Dressing
B875	Colmac - Drumachloy	£60,000	Surface Dressing
B881	Castle St Rothesay	£18,000	Inlay
C1	Bruchag Point	£20,000	Overlay
C3	Lubas Farm	£20,000	Overlay
U5	Glecknabae	£20,000	Overlay
U28	Eastlands Road	£40,000	Inlay
U47	McKinley St Rothesay	£18,000	Inlay
U001	Mid Ascog	£25,000	Overlay
A844	High Road - Pier Lane to Ardbeg	£55,000	Pre SD & Surface Dressing
B881	Kilchatten Village	£40,000	Pre SD & Surface Dressing
C2	Pointhouse & Shore Street	£60,000	Pre SD & Surface Dressing
U16	Bannatyne Mains - Golf Course	£20,000	Pre SD & Surface Dressing
C1	Bruchag Point	£20,000	Overlay
U3	Ardencraig Road	£24,000	Inlay
A844	Kingarth Junction	£50,000	Overlay
B881	Kilchatten Bay	£75,000	Overlay / Inlay
U82	Flexitec Factory Road	£26,000	Inlay

COWAL

Route	Scheme Name	Estimated Value	Proposed Scheme Details
A880	Strone - Blairmore	£45,000	Surface Dressing
A815	Strachurmore - Inveroaden	£95,000	Surface Dressing
A815	Dalinlogart - Sandbank	£40,000	Surface Dressing
C10	Port Lamont - Toward	£100,000	Surface Dressing
A815	Coylet - Whistlefield	£120,000	Pre SD & Surface Dressing
A8003	View Point - Tighnabruich	£100,000	Edge strengthening & overlay
B839	A815 Jct - Cioch Mhor	£50,000	Regulate & Overlay
B828	Glenmore	£50,000	Regulate & Overlay
U15	Glen Massan	£37,000	Regulate & Overlay
C9	South Ardentinny	£50,000	Overlay & Passing Place Imp
C9	Gairletter to Glen Finart Bus turning area	£100,000	Overlay & Passing Places due to winter deterioration
U22	West Glendaruel Creachan Beag	£35,000	Overlay
A815	Cluniter Straight Innellan	£80,000	Inlay / Overlay
A815	Croft Kennels - Tom Dubh	£116,000	Reprofile / Drainage - Ruts
A886	Kinlochruel	£75,000	Regulate and overlay
B8000	Kames - Millhouse	£100,000	Overlay

Appendix 4 – H&L Proposed Roads Reconstruction Programme 2021/22

HELENSBURGH AND LOMOND

Lomond

Route	Scheme Name	Estimated Value	Proposed Scheme Details
A817	Haul road centre section	£110,000	Surface Dressing (PreS/D prog. - March 2021)
A814	Cats Castle - Cardross	£125,000	100mm patching and High Friction Surfacing
A814	Sinclair St to Grant St	£45,000	Inlay
C70	Glen Fruin Hairpin Bends	£30,000	Overlay
U197	Machrie Drive	£15,000	Inlay
U167	Kennedy Drive	£25,000	Inlay
U317	West Princes St junc	£15,000	Inlay
Cove	All Unclassified Roads Cove	£30,000	Pre SD & Surface Dressing
Kilcreggan	All Unclassified Roads Kilcreggan	£85,000	Pre SD & Surface Dressing
Rosneath	All Unclassified Roads Rosneath	£40,000	Pre SD & Surface Dressing
Clynder	All Unclassified Roads Clynder	£20,000	Pre SD & Surface Dressing
U229 / U22	Old Luss Rd / Athole St	£40,000	Inlay
A814	Rhu Inn - School Road	£50,000	Inlay
C74	Carman Road Ph2	£120,000	Overlay & Drainage
U188	Lever Road	£73,000	Inlay
A814	Portincaple Junction	£20,000	Vehicle Safety Fencing
A814	Faslane Roundabout Northgate	£55,000	Inlay - Drainage - Kerbing
A814	South of Morelaggan (slip area)	£50,000	Regulate and overlay
A814	Faslane R/About South approach	£35,000	Re surface
A814	Westerhill Farm - Ardoch	£60,000	Re surface
U295	Upland Road Patching	£40,000	Structural Patching
U296	Upland Wynd Patching	£15,000	Structural Patching
A818	Sinclair St-Luss Rd (Blackhill)	£15,000	Inlay
B838	Church Road Arrochar	£40,000	Overlay
U212	MacFarlane Drive Arrochar	£10,000	Inlay
U253	School Road Luss	£20,000	Inlay
U97	East Abercromby St Helensburgh	£80,000	Inlay

Appendix 5 - Treatment Overview

Treatment	Use	Advantage	Disadvantage
Surface Dressing	Suitable for almost all road conditions. High strength modified bitumen binders can be used in high stress areas (bends, junctions etc). Various specifications available from basis binder and chip to high tech site specific binder with double layer chippings. Specialist high friction chips an option for high risk areas to improve friction	<p>Good carbon footprint</p> <p>Cost effective, achieves a lot with limited budgets</p> <p>Prolongs asset life</p> <p>Seals roads from the ingress of water</p> <p>Improves skid resistance</p> <p>Preserves existing structural strength</p> <p>Particularly suited to a rural road network</p>	<p>Does little to improve ride quality</p> <p>Can be subject to chipping loss (generally contracts have a 2 year guarantee period)</p> <p>Adds limited structural strength</p>
Overlay	New surfacing laid over existing. Used where underlying conditions allow and where there are no kerb lines or building thresholds to tie into	<p>Good ride quality through re-profiling</p> <p>Adds structural strength</p> <p>Improves skid resistance with right aggregate choice</p>	Poor carbon footprint due to use of virgin aggregates, bitumen and transport
Inlay	Existing surfacing excavated/planned out and new material laid to old levels. Generally used where kerbs and/or building thresholds and bridges (head clearance and dead load limits) determine levels. Generally used in urban areas	<p>Good ride quality through re-profiling</p> <p>Adds structural strength</p> <p>Improves skid resistance with right aggregate choice</p>	Very poor carbon footprint due to use of virgin aggregates, bitumen and transport
Retread	Recycles existing road make up with limited additional aggregate and bitumen. Generally surfaced dressed within 2 – 3 years of recycling process being carried out. Various processes available, in theory	<p>Very good carbon footprint</p> <p>Ride quality can be improved as a result of treatment</p> <p>Can add structural strength</p>	Requires a reasonable amount of existing road material to be present in order to achieve results without requiring new materials to be imported

	suitable in any location but urban locations with multiple sub ground services are not ideal		
Reconstruction	Excavate and rebuild not only the bituminous layers but also the stone sub-base. Generally required where heavy traffic loads and weak ground conditions have caused failure	<p>Good ride quality through re-profiling</p> <p>Adds structural strength which can be fully designed based on known traffic volumes and ground strength – basically a new road</p> <p>Improves skid resistance with right aggregate choice</p>	<p>Very poor carbon footprint due to use of virgin aggregates, bitumen and transport – the least environmentally sound road repair</p> <p>High cost</p>
Structural Patching	Localised inlay work. Can be applied anywhere. Often used as preparation work for subsequent surfacing to be overlaid or surfaced dressed.	<p>Adds structural strength</p> <p>Cost effective solution</p>	<p>Does little for ride quality but will address localised unevenness</p> <p>Medium to poor carbon footprint.</p>
Edge Strengthening	Linear edge repairs to provide resilience for errant vehicles who overrun the edge of the carriageway. Can be a combination of bitmac layers, stone subgrade and kerbs or similar edge restraint to add strength	Provides a stitch in time solution to edge deterioration which left unchecked could result in much greater failure.	<p>Medium to poor carbon footprint.</p> <p>Only deals with the edge – may need to be used as part of a wider package of measures</p>