

**ROADS CAPITAL RECONSTRUCTION PROGRAMME 2022/23**

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**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 2022/23. 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.
- 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 2022/23
  - ii. Agrees that details of each area committee's programme will be forwarded on to individual Elected Members
  - iii. Agrees that the full programme together with an update on delivery will be presented to the June EDI Committee.

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**2.0 INTRODUCTION**

- 2.1 This report provides details of the proposed roads reconstruction programme for 2021/22. The programme was initially based on an allocation of £5.378M which has been increased to £8.0M at the 24 February Budget Meeting.

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:
- i. Endorses the proposed programme of capital works for 2022/23
  - ii. Agrees that details of each area committee's programme will be forwarded on to individual Elected Members
  - iii. Agrees that the full programme together with an update on delivery will be presented to the June EDI Committee

**4.0 DETAIL**

- 4.1 Note for committee: The appendices attached to this report are working drafts, there will be some slight adjustments in terms of the list of scheme and values etc. to allow the budget to balance, there may also be a need to make adjustments based on winter deterioration to ensure that treatments are applied to sections of roads which will provide the greatest benefit in terms of arresting deterioration and providing a sound road network for the travelling public.
- 4.2 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.
- 4.3 This Council has approximately £100M of backlog maintenance in the road network. This means that over £100M 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 varied out. Unfortunately, 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.

- 4.4 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.
- 4.5 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
- 4.6 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.
- 4.7 The table below details the total of the 2022/23 original allocation and the increased allocation following the 24 February Budget meeting. The table also includes funding which has been slipped from 2021/22. The capital budget allocation for 2022/23 has been split in line with the pre agreed percentage formula:

<b>Area Committee Area</b>	<b>Original Allocation</b>	<b>Slippage from 2021/22</b>	<b>Additional Allocation from Budget Meeting</b>	<b>Total</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
OLI	1.532	0.512	0.929	2.973
MAKI	1.357	0.442	0.822	2.621
B&C	0.876	0	0.531	1.407
H&L	0.613	0.015	0.371	0.999
<b>Total</b>	<b>4.378</b>	<b>0.969</b>	<b>2.653</b>	<b>8.000</b>

- 4.8 In 2021/22 there was also a grant from the Strategic Timber Transport Scheme (STTS) of £1.6M. 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 2022/23.
- 4.9 **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.**
- 4.10 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

## **5.0 CONCLUSION**

- 5.1 This report provides details of the proposed roads reconstruction programme for 2022/23.

## **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 2022/23.
- 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.

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**Head of Roads and Infrastructure: Jim Smith**

**Policy Lead for Roads and Infrastructure Councillor Rory Colville**

25 February 2022

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**APPENDICES**

Appendix 1 – MAKI Proposed Roads Reconstruction Programme 2022/23

Appendix 2 – OLI Proposed Roads Reconstruction Programme 2022/23

Appendix 3 – B&C Proposed Roads Reconstruction Programme 2022/23

Appendix 4 – H&L Proposed Roads Reconstruction Programme 2022/23