

**Report To:** Environment & Regeneration Committee  
**Date:** 18 January 2018

**Report By:** Corporate Director Environment, Regeneration & Resources  
**Report No:** ERC/ENV/WR/17.322

**Contact Officer:** Steven Walker  
**Contact No:** 714828

**Subject:** Environmental & Commercial Services (Roads) – Proposed RAMP Capital Programme for Carriageway Protective Surface Treatments (2018/19)

---

## 1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the proposed RAMP/Capital Programme for carriageway protective surface treatments for 2018/19.

## 2.0 SUMMARY

- 2.1 The first 5 year phase of the RAMP investment will be complete by March 2018. On 12 January 2017 the Council approved a further 2 year budget for 2017/19 of £5.502m taking into account the Roads Asset Management Strategy 2018/23.
- 2.2 For the financial year 2018/19, it is proposed that there will be a programme of carriageway protective surface treatments, as detailed in 5.1 below, and valued at £240k.
- 2.3 The proposed programme is an extract of the overall RAMP/Capital Programme for 2018/19, currently under development, and which will be brought to the March 2018 Environment & Regeneration Committee for approval.

## 3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the proposed programme and spend profile for 2018/19 for carriageway protective surface treatments, as outlined in paragraph 5.1 of this report.
- 3.2 That the Committee note that further reports will be brought to a future Environment & Regeneration Committee in respect of the award of the tenders for carriageway protective surface treatments.

**Willie Rennie**  
**Head of Environmental and Commercial Services**

## **4.0 BACKGROUND**

- 4.1 The use of carriageway protective surface treatments forms an integral part of the overall Roads Asset Management Strategy as approved in August 2012. These relatively low cost treatments are applied to existing carriageway pavements to restore, preserve, and extend the lifecycle of the underlying materials, and thus avoid or delay the high costs of future reconstruction, whilst still maintaining the running surface in an acceptable physical and aesthetic condition. These treatments are not used where the existing carriageway is starting to suffer significant deterioration (significant changes in profile or where rutting is developing along the wheel tracks); in these circumstances conventional resurfacing/reconstruction would be proposed.
- 4.2 The proposed treatment is "Microasphalt"; this is an asphalt based treatment which is mixed in-situ in specialist plant and deposited on to the road surface. This preventative treatment offers longer life expectancy of existing carriageways, high resistance to rutting, reduced traffic noise and is able to withstand heavy trafficking. This type of treatment has been around for many years and has been used successfully within Inverclyde for a number of years, including the initial 5 years of the RAMP programme, and is widely used by many other Councils.
- 4.3 The proposed programme detailed in paragraph 5.1 below, is in respect of carriageway protective surface treatments for 2018/19, to a total value of £240k, and which includes for £30k of preparatory patching work. The proposed projects, where appropriate, apply only to carriageways for which Environmental and Commercial Services (Roads) has specific responsibilities in terms of the Roads (Scotland) Act 1984.

## 5.0 PROPOSALS & RECOMMENDATIONS

5.1 The proposed investment in road carriageway infrastructure is detailed in the table below; it should be noted that the budget costs include for microasphalt, site investigation works, advance patching and drainage works, lining works, materials testing. The projects have been determined on a priority basis, taking into account the results from the Scottish Road Maintenance Condition Surveys, local route staff knowledge, and consideration of requests concerning poor carriageway condition from Local Members and the public.

<i>Programme for Carriageway Protective Surface Treatments - Microasphalt</i>				2018/19 (£000s)
<i>Road Name</i>	<i>Class</i>	<i>Extent</i>	<i>Location</i>	240
Ayr Terrace	U	Full Length	Greenock	
Brisbane Street	U	Full Length	Greenock	
Carrick Terrace	U	Full Length	Greenock	
Essex Road	U	Full Length	Greenock	
Grant Street	U	Full Length	Greenock	
Jean Armour Terrace	U	Full Length	Greenock	
Juno Terrace/Jupiter Terrace	U	Full Length	Greenock	
Kintyre Terrace/Kinloch Terrace	U	Full Length	Greenock	
Kylemore Terrace	U	Full Length	Greenock	
Suffolk Road	U	Full Length	Greenock	
Warwick Road	U	Full Length	Greenock	
Glencairn Road	U	Full Length	Kilmacolm	
Dykeneuk Road	U	Full length	Port Glasgow	
Glenbrae Road	U	Full length	Port Glasgow	
Skye Road	U	Full Length	Port Glasgow	
West Barmoss Avenue	U	West Woodside Avenue to end	Port Glasgow	
West Woodside Avenue	U	Full length	Port Glasgow	

5.2 The assessed costs of the projects as specified are exclusive of fees and have been compiled on the basis of assessed unit costs and not on priced bill of quantities which will be prepared when the programme has been approved. Should the cost of any individual project exceed the preliminary estimate, appropriate variances will be applied to the remaining programme.

5.3 The £240k estimated cost is split as follows:

- Preparatory patching by the Council's Roads Operations Unit to the value of £30k;
- External contract for microasphalt to the value of £210k.

The external contracts will be tendered on the basis of a 2 year maintenance period (warranty).

- 5.4 A further report detailing the full RAMP/Capital Programme will be brought to the Committee in March 2018, for the balance of the total RAMP/Capital funding for 2018/19.

## 6.0 IMPLICATIONS

### Finance

- 6.1 One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
RAMP Capital	Carriageways	2018/19	240		

- 6.2 Annually recurring costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
N/A					

### Legal

- 6.3 There are no legal implications arising from this report.

### Human Resources

- 6.4 There are no specific HR implications arising from this report.

### Equalities

- 6.5 As this report does not involve a new policy or a new strategy, there are no equalities issues arising.

### Repopulation

- 6.6 The quality of the roads network is an influencing factor in the perception which people have of the area and therefore it is important that the Council optimises its limited spend on roads maintenance and as such the work generated by this report will have a positive benefit to the Council's Repopulation Strategy.

## 7.0 CONSULTATIONS

- 7.1 The Chief Financial Officer, Head of Legal & Property Services, and the Corporate Procurement Manager have been consulted on the contents of this report.

## 8.0 LIST OF BACKGROUND PAPERS

- 8.1 None.