

**Report To:** Environment & Regeneration Committee      **Date:** 9 March 2023

**Report By:** Director, Environment & Regeneration      **Report No:** ERC/RT/GMcF/18.635

**Contact Officer:** Steven Walker      **Contact No:** 01475 714800

**Subject:** Roads & Transportation – Proposed RAMP/Capital Programme for 2023/24

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## 1.0 PURPOSE & SUMMARY

- 1.1  For Decision       For Information/Noting
- 1.2 The purpose of this report is to seek Committee approval in relation to a proposed programme of projects to be undertaken in 2022/23 using RAMP/Capital Funding and a grant offer of funding by the Scottish Government for Cycling, Walking and Safer Routes Projects.
- 1.3 This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2023/24 (excluding CWSR Grant Funding) amounting to a value of £2.530m.
- 1.4 The 2023/24 Cycling, Walking and Safer Routes (CWSR) projects for Roads & Transportation are valued at £450k. At least 36% (and preferably above 50%) of the grant funding shall be considered for the purposes of undertaking a programme of works for the promotion of cycling. Payment of the funding will be by grant made in arrears on the basis of evidenced expenditure.

## 2.0 RECOMMENDATIONS

- 2.1 That the Committee approve the list detailed below for the 2023/24 RAMP/Capital and CWSR grant aided roads related projects.
- 2.2 That the Committee grant delegated authority to the Shared Head of Roads & Environmental Services to achieve full spend of the RAMP/Capital budget through the substitution of projects from a reserve list when necessary.

**Gail MacFarlane**  
**Shared Head of Roads & Environmental Services**

### 3.0 BACKGROUND & CONTEXT

- 3.1 This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2023/24 (excluding CWSR Grant Funding) amounting to a value of £2.530m.
- 3.2 The 2023/24 Cycling, Walking and Safer Routes (CWSR) projects for Roads & Transportation are valued at £450k. At least 36% (and preferably above 50%) of the grant funding shall be considered for the purposes of undertaking a programme of works for the promotion of cycling. Payment of the funding will be by grant made in arrears on the basis of evidenced expenditure.

### 4.0 PROPOSALS – 2023/24 PROGRAMME

- 4.1 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. on public roads for which Roads & Transportation has specific responsibilities in terms of the Roads (Scotland) Act 1984.
- 4.2 The costs of the projects as specified 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.
- 4.3 Delivery of the 2023/24 programme will depend on a number of factors including changing priorities due to ongoing changes within the condition of the network, weather, market prices and the work programmes of public utility companies who also require access to the road network. In view of this, it is proposed that delegated authority be given to the Head of Service – Roads & Transportation to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary. Reserve carriageway, footway and structures projects are in the relevant section of this report.
- 4.4 A CWSR budget has been established by the Scottish Ministers, with a view to giving greater prominence to cycling, walking and safer streets, to assist Local Authorities to achieve the aims of their Local Transport Strategy.
- 4.5 The programme of expenditure for the £2.980m funding is as detailed in the table below.

<i>Outline Programme</i>	<i>2023/24 (£000s)</i>
<i>RAMP Funding</i>	
Carriageways (refer 5.0)	1,550
Footways (refer 6.0)	200
Structures (refer 7.0)	100
Lighting (refer 8.0)	150
Other Assets (refer 9.0)	150
Feasibility (refer 10.0)	50
Fees & Staffing	330
<i>Roads Core Funding</i>	
Cycling Walking & Safer Streets (refer 11.0)	450
Total	2,980

## 5.0 RAMP CARRIAGEWAY PROGRAMME

5.1 The priority investment programme for carriageways has been determined through analysis of available information comprising: road hierarchy, results from the Scottish Road Maintenance Condition Survey (SRMCS), local route knowledge with regard to defective lengths of carriageway, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the road hierarchy, SRMCS and local route knowledge of Council Officers. Future determination is based on the Roads Asset Management Policy. Schemes are listed in order of assessed priority.

### i. Named Carriageway Resurfacing/ Reconstruction Schemes (£1,200k).

<i>Road</i>	<i>Town</i>	<i>Extent</i>
William Street Roundabout	Port Glasgow	Roundabout Only
Robertson Street	Greenock	Union Street to South Street
A761 Kilmacolm Road	Port Glasgow	Marloch Avenue to Boglestone Roundabout
A770 Cloch Road	Gourock	Cameron Court to Dunvegan Avenue
B788 Auchenfoil Road	Greenock	Selected Sections
Newark Street	Greenock	Octavia Terrace to West of Junction with Wood Street
Gleninver Road	Greenock	A78 to Fancyfarm Road
Burnside Road	Greenock	Full Length
Golf Road	Gourock	Full Length
Ratho Street	Greenock	Kincaid Court to A8 Rue End Street
Branchton Road/ Forfar Road	Greenock	Selected Lengths
Wellington Street	Greenock	Trafalgar Street to Bank Street
Gibshill Road/ Smillie Street	Greenock	Weir Street to Lansbury Street
Tobago Street	Greenock	Sir Michael Street to King Street
Banff Road	Greenock	Burns Road to Banff Place
Belmont Road	Kilmacolm	Selected sections
South Street	Greenock	Robertson Street to Forsyth Street
Innellan Road & Toward Road	Wemyss Bay	Full Lengths
Weir Street	Greenock	Ladyburn Street to Gibshill Road

### ii. Carriageway Large Patching - Various Locations (£200k).

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Auchmead Road	Greenock	Patching
Mitchell Street	Greenock	Whitelees Road to new houses
Kelly Street	Greenock	Houston Street to Jamaica Lane
Kelburn Terrace	Port Glasgow	Full length
A770 Shore Street	Gourock	St Johns Road to King Street
Hay Street	Greenock	Lynedoch Street to Bank Street
Balmore Court	Kilmacolm	Full length

Kirn Drive	Gourock	Arran Road to Skye Crescent
Bogside Road	Port Glasgow	Full Length
Main Street	Inverkip	Station Road South to Access to A78
Mearns Street	Greenock	Drumfrochar to Dempster Street (Selected Locations)
Gareloch Road	Port Glasgow	Selected sections
Drumshantie Road	Gourock	Drumshantie Terrace to Broomberry Drive

iii. Carriageway Structural Patching - Various Locations (£150k).

iv. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve).

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Old Largs Road	Greenock	Darndaff to Scottish Water Private Road
Tobago Street	Greenock	Sir Michael Street to King Street
Regent Street	Greenock	Lynedoch Street to Morton Supporters Club
West Stewart Street/ Houston Street	Greenock	Jamaica Street to Patrick Street
Lomond Road	Wemyss Bay	Carron Road to Kishorn Road
Birkmyre Avenue	Port Glasgow	Full Length
Tweed Street	Greenock	Full Length
Glasgow Road	Port Glasgow	Kelburn Terrace to Heggies Avenue
Victoria Road	Gourock	Full Length
Manor Crescent	Gourock	Larkfield Road to Rodney Road Junction
Blairmore Road	Greenock	Kilmacolm Road to Blairmore Crescent
Drumfrochar Road	Greenock	Bridge to Cornhaddock Street
Balloch Road	Greenock	Fintry Road to Renton Road

## 6.0 RAMP FOOTWAY PROGRAMME

6.1 The priority investment programme for footways/footpaths has been determined through analysis of available information comprising: route classification (amenity, use), local route knowledge with regard to defective lengths of footway/footpath, evidence of defects, number of complaints, accidents statistics, liability claims, and public, Councillor, and other requests. Particular emphasis is given to the route classification, and local route knowledge of Council Technical staff. Future determination is based on the Roads Asset Management Policy. Schemes are listed in order of assessed priority.

### i. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (£180k).

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Robertson Street	Greenock	Newton Street to Finnart Street (Both Sides)
Tower Drive	Gourock	Fronting Numbers 58 to 70; at Shops
Lochwinnoch Road	Kilmacolm	Rural Section to Cenotaph
Kelly Street	Greenock	Houston Street to Union Street (Both Sides)
Caithness Road	Greenock	Full Length (Both Sides?)
Balfour Street	Port Glasgow	Brown Street to Railway Bridge (East Side)
Newton Street	Greenock	Campbell Street to Forsyth Street (South Side)
Rose Street	Greenock	Full Length
Renton Road	Greenock	Leven Road to Balfron Road (Both Sides)

### ii. Footway/Footpath Large Patching at Various Locations (£20k).

### iii. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (Reserve).

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Regent Street	Greenock	Terrace Road to Rail Bridge (North Side)
Regent Street	Greenock	Petrol Station to Lynedoch Street (South Side)
Finnart Street	Greenock	Madeira Street to Newark Street (North Side)
Ashton Road	Gourock	Riverside footway
Court Road	Port Glasgow	Bay Street to End (Both Sides)
Brisbane Street	Greenock	Robertson Street to Campbell Street, and Campbell Street to Forsyth Street (South Side)
Cloch Road	Greenock	A78 to Cardwell Garden Centre (Selected Sections)
Nursery Grove	Kilmacolm	Full Length (Both Sides)
Kelly Street	Greenock	Ardgowan Street to Finnart Street (Selected Sections on Both Sides)
Shore Street	Gourock	Church Street to John Street (South Side)
Cumbrae Avenue	Port Glasgow	Full length (Both Sides)
Lomond Road	Wemyss Bay	Selected Sections
Clune Brae (Auchenleck Terrace)	Port Glasgow	East Boundary of Number 2 to Private Section (North Side)
Cornhaddock Street	Greenock	Broomhill Street to Lemmon Street (South Side)
Gael Street	Greenock	Full Length (Both Sides)

Myreton Avenue	Kilmacolm	Full Length (Both Sides)
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## 7.0 RAMP LIGHTING PROGRAMME

7.1 The delivery of the RAMP street lighting programme continues on from the works carried out in previous years, and concerns column replacement on a priority basis. The proposed priority investment is noted in the table below.

i. Column Replacement (£150k).

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
Column Replacement	All	Works to replace life expired columns, including replacement of ad-hoc damaged columns via Lighting Maintenance Contract

## 8.0 RAMP STRUCTURES PROGRAMME

8.1 The proposed programme of works for structures addresses the requirement to replace and/or replenish specific structural elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. The proposed priority investment is noted in the table below.

i. Structures Schemes (£100k).

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Dunrod Road	Inverkip	Structural Repairs to Dunrod Road
Principal Inspections	Various	Principal Inspection of Structures
Minor Retaining Wall Repairs	Various	Inspect, design and construction
Minor Bridge Repairs	Various	Inspect, design and construction

ii. Structures Schemes (Reserve).

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Lochwinnoch Road Footbridge	Kilmacolm	Resurface Deck of Footbridge, and Replace the Bridge Bearings
Lochwinnoch Road Rail	Kilmacolm	Replace Damaged Stonework and Pointing of Bridge

## 9.0 RAMP OTHER ASSETS PROGRAMME

9.1 The proposed programme of works for other assets which includes drainage, signs & road markings, vehicle barriers, addresses the requirement to replace and/or replenish specific asset elements which in general have become dilapidated due to their age or which have been rendered unfit for purpose due to changes in legislation. Traffic Measures allows for traffic improvements such as traffic calming measures. The proposed priority investment is noted in the table below.

### i. Other Asset Schemes (£150k).

<i>Road/ Asset</i>	<i>Town</i>	<i>Project Extent</i>
Kilmacolm Car Park	Kilmacolm	Design of Car Park
Drainage	Various	Various improvements
Minor Safety Measures	Various	Various improvements
Signs & Road Markings	Various	Various improvements
Traffic Calming Priority List	Various	Traffic Calming Measures
Vehicle Restraint Systems & Other Barriers	Various	Various improvements
Road Trees	Various	Specified Significant Maintenance/Improvement

## 10.0 RAMP FEASIBILITY PROGRAMME

10.1 The delivery of the feasibility studies and investigations associated with current/future RAMP/Capital Programme. The proposed investment is noted in the table below.

### i. Feasibility (£50k).

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
Feasibility	Various	Studies Associated with Current/ Future RAMP/Capital Programme

## 11.0 ROADS CORE FUNDING – CYCLING, WALKING & SAFER ROUTES

11.1 The proposed programme of works for the Cycling, Walking and Safer Routes (CWSR) meets the requirements of the government funding allocation and is prioritised to expand the off-road cycling asset within Inverclyde, improve the walking journey to school and enhance pedestrian safety on the local road network in keeping with national guidance. The proposed priority investment is noted in the table below.

### i. CWSR Schemes (£450k).

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
West Blackhall Street	Greenock	Streetscape and Cycle Infrastructure
N75 Cycle Track	Various	Feasibility and Design of N75 Route and Regional Routes across Inverclyde
N75 Cycle Track	Greenock/ Port Glasgow	Continuation of the Scenic Tourist Route Along the A8
N75 Cycle Track	Greenock	Dalrymple Street to Beacon
Dropped Kerbs	Various	Improvements to Pedestrian Accessibility
School Working Group Requests	Various	Minor Safety Measures Around Schools

### ii. CWSR Schemes (Reserve).

<i>Road</i>	<i>Town</i>	<i>Project Extent</i>
N75 Cycle Track	Gourock	Improvements from Gourock Station to Battery Park
N75 Cycle Track	Greenock	Lady Octavia to Greenock
Regional Route	Inverkip/ Greenock	A78 Route from Inverkip to Greenock



## 12.0 IMPLICATIONS

12.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO	N/A
Financial	X		
Legal/Risk		X	
Human Resources		X	
Strategic (LOIP/Corporate Plan)		X	
Equalities & Fairer Scotland Duty			X
Children & Young People's Rights & Wellbeing			X
Environmental & Sustainability			X
Data Protection			X

## 12.2 Finance

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
Capital	RAMP	2023/24	2,530		CWSR Scottish Government Grant
Capital	Roads Core	2023/24	450		
			2,980 Total		

Annually recurring costs:

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

## 12.3 Legal/Risk

None.

## 12.4 Human Resources

None.

## 12.5 Strategic

None.

## 12.6 Equalities and Fairer Scotland Duty

### (a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

	YES – Assessed as relevant and an EqIA is required.
X	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Does not affect or propose any major strategic decision.

12.7 **Children and Young People**

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

12.8 **Environmental/Sustainability**

Summarise any environmental / climate change impacts which relate to this report.

None.

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

12.9 **Data Protection**

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
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X
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NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

### **13.0 CONSULTATION**

13.1 The Head of Legal and Democratic Services and the Chief Financial Officer have been consulted on this report.

### **14.0 BACKGROUND PAPERS**

14.1 None.