
Report To:	Environment & Regeneration Committee	Date:	14 March 2024
Report By:	Director, Environment and Regeneration	Report No:	ENV017/24/EM/SW
Contact Officer:	Steven Walker	Contact No:	01475 714800
Subject:	Roads & Transportation – Proposed RAMP/Capital Programme for 2024/25		

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 2024/25 using RAMP/Capital Funding and a grant offer of funding by the Scottish Government for Cycling, Walking and Safer Routes (CWSR) projects.

1.3 This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2024/25 (excluding CWSR Grant Funding) amounting to a value of £2.705m. The 2024/25 CWSR projects for Roads & Transportation are valued at £345k.

2.0 RECOMMENDATIONS

2.1 That the Committee approve the list detailed in Appendix 1 for the 2024/25 RAMP/Capital and CWSR grant aided roads related projects.

2.2 That the Committee grant delegated authority to the Head of Physical Assets to achieve full spend of the RAMP/Capital budget through the substitution of projects from a reserve list when necessary.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND & CONTEXT

- 3.1 The RAMP/Capital expenditure and core projects for 2024/25 (excluding CWSR Grant Funding) amounting to a value of £2.705m.
- 3.2 The 2024/25 CWSR projects for Roads & Transportation are valued at £345k. 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.
- 3.3 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.
- 3.4 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.
- 3.5 Delivery of the 2024/25 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 Physical Assets 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.
- 3.6 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.
- 3.7 The programme of expenditure for the £3.050m funding is as detailed in the table below:

Outline Programme	2024/25 £000
<i>RAMP Funding</i>	
Carriageways	1,575
Footways	170
Structures	175
Lighting	225
Other Assets	200
Feasibility	30
Fees & Staffing	330
Sub-Total	2,705
<i>Roads Core Funding</i>	
Cycling Walking & Safer Streets	345
Total	3,050

Carriageways

- 3.8 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 in Appendix 1 are listed in order of assessed priority.

Footways

- 3.9 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 in Appendix 1 are listed in order of assessed priority

Structures

- 3.10 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 within Appendix 1.

Lighting

- 3.11 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 within Appendix 1.

Other Assets

- 3.12 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 within Appendix 1.

Feasibility

- 3.13 The delivery of the feasibility studies and investigations associated with current/future RAMP/Capital Programme.

Cycling, Walking and Safer Routes

- 3.14 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 within Appendix 1.

4.0 PROPOSALS

- 4.1 The proposed programme of expenditure for the £3.050m funding is as detailed in Appendix 1 including list of reserve schemes.

5.0 IMPLICATIONS

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

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

5.2 Finance

One-off costs:

Cost Centre	Budget Heading	Budget Years	Proposed spend this report £000	Virement from	Other comments
Capital	RAMP	2024/25	2,705		CWSR Scottish Government Grant
Capital	Roads Core	2024/25	345		
			3,050		

Annually recurring costs:

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

5.3 Legal/Risk

None.

5.4 Human Resources

None.

5.5 Strategic

The Roads Asset Management Strategy/Plan forms part of the Council's Corporate Asset Management Strategy that will preserve and/or continue to improve the condition of the roads assets within Inverclyde depending on levels of investment.

5.6 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.
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(b) Fairer Scotland Duty

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.

(c) 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.

5.7 Environmental/Sustainability

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.

5.8 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.
X	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.

6.0 CONSULTATION

6.1 The Chief Financial Officer has been consulted on this report.

7.0 BACKGROUND PAPERS

7.1 None.

RAMP CARRIAGEWAY PROGRAMME**i. Named Carriageway Resurfacing/ Reconstruction Schemes Carried Over from 2023/24 (£330k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Golf Road	Gourock	Full Length
Ratho Street	Greenock	Kincaid Court to A8 Rue End Street
Gibshill Road/ Smillie Street	Greenock	Weir Street to Lansbury Street
Weir Street	Greenock	Ladyburn Street to Gibshill Road
Burnside Road	Greenock	Full Length

ii. Named Carriageway Resurfacing/ Reconstruction Schemes (£525k)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Auchenfoil Road	Kilmacolm	Margarets Mill to Mountblow
Victoria Road	Gourock	Golf Road to Barrhill Road
Old Largs Road	Greenock	Darndaff to Scottish Water Private Road
Millhouse Road	Inverkip	Woodhouse Fuels to Dunrod Road
Craigbet Road	Quarriers	Nittingshill Bridge to West Side of Laurel Way
Regent Street	Greenock	Lynedoch Street to Morton Supporters Club
West Stewart Street/ Houston Street	Greenock	Jamaica Street to Patrick Street

iii. Carriageway Large Patching/Patching - Various Locations (£420k)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Kenmore Drive	Greenock	Munro Street to Lawers Place
Drumfrochar Road	Greenock	Bridge to Cornhaddock Street
Dalrymple Street	Greenock	Westburn Street to Gable End of Celtic Club
Balfron Road	Greenock	Full Length
Tobago Street	Greenock	King Street to Ann Street
Balloch Road	Greenock	Fintry Road to Renton Road
Cloch Road	Gourock	Opposite the Junction with Cloch Brae
Columba Street	Greenock	Thom Street to Dunlop Street
Belmont Road	Kilmacolm	Myreton Avenue to End
Main Street	Inverkip	Anchorage to Langhouse Road
Lemmon Street	Greenock	Cornhaddock Street to Murdieston Street
Boglestone Roundabout	Port Glasgow	Between Kilmacolm Road and Boglestone Avenue
Kirn Drive	Gourock	Moorfoot Drive to Divert Road
Nelson Street	Greenock	Brisbane Street to Newton Street
Cargil Avenue	Kilmacolm	Full Length

iv. Carriageway Minor Patching - Various Locations (£300k)**v. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Brown Street	Port Glasgow	Between A8 and William Street
Lomond Road	Wemyss Bay	Carron Road to Morar Road
Union Street	Greenock	Selected Lengths
Birkmyre Avenue	Port Glasgow	Full Length

vi. Named Carriageway Large Patching/Patching (Reserve)

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Dunvegan Avenue	Gourock	Tantallon Avenue to End
Roxburgh Street	Greenock	At Junction with Sir Michael Street
Castle Road	Greenock	Full Length
Cumberland Road	Greenock	Number 90 to Number 116
Wateryetts Drive/ Yett Avenue	Kilmacolm	Port Glasgow Road to Quarry Drive
Waverley Street at Bridge	Greenock	Under Bridge

RAMP FOOTWAY PROGRAMME**i. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (£158k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Devol Avenue	Port Glasgow	Full Length (North Side)
Fife Road/Fife Drive	Greenock	Full Length (Both Sides)
Union Street	Greenock	Johnstone Street to Forsyth Street (North Side)
Mackie Avenue	Port Glasgow	Full Length (North Side)
Banff Road	Greenock	Caithness Road to Caithness Road (East Side)
Wellington Street	Greenock	Duncan Street to Bank Street (North Side - Various Sections)

ii. Footway/Footpath Large Patching at Various Locations (£12k)

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

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Cardwell Road	Gourock	Between No 48 & Coop (South Side)
Kilmacolm Road	Greenock	Ingleston Street to Bawhirley Road (West Side)
Braeside Road	Greenock	Burns Road to Davaar Road (North Side)
Craigbet Road	Quarriers	Selected sections between Craigends Road and Laurel Way
Turnberry Avenue	Gourock	Cowal View to No 24 (South Side)
Regent Street	Greenock	Dellingburn Street to Lynedoch Street (Both Sides)
Toward Road	Wemyss Bay	Full Length (Both Sides)
Cornhaddock Street	Greenock	Drumfrochar Road to Lemmon Street (South Side)
Inellan Road	Wemyss Bay	Full Length (Both Sides)

RAMP LIGHTING PROGRAMME

i. Column Replacement (£225k)

<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

RAMP STRUCTURES PROGRAMME

i. Structures Schemes (£175k)

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Drumfrochar Road Rail	Greenock	Prevent vehicle loading on footway
West Stewart Street	Greenock	Parapet upgrade
Principal Inspections	Various	Principal Inspection of Structures
Minor Retaining Wall Repairs	Various	Inspection, design and construction
Minor Bridge Repairs	Various	Inspection, 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

RAMP OTHER ASSETS PROGRAMME**i. Other Asset Schemes (£200k)**

<i>Road/ Asset</i>	<i>Town</i>	<i>Project Extent</i>
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

RAMP FEASIBILITY PROGRAMME**i. Feasibility (£30k)**

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

ROADS CORE FUNDING – CYCLING, WALKING & SAFER ROUTES**i. CWSR Schemes (£345k)**

<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
Kirn Drive	Gourock	One-Way System
Dropped Kerbs	Various	Improvements to Pedestrian Accessibility
School Working Group Requests	Various	Minor Safety Measures Around Schools
Cycle Storage & Parking	Various	Cycle Storage and Parking Installation Across Inverclyde

ii. CWSR Schemes (Reserve)

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