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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>13 March 2025</b>
<b>Report By:</b>	<b>Director Environment &amp; Regeneration and Chief Financial Officer</b>	<b>Report No:</b>	<b>ENV012/25/SJ</b>
<b>Contact Officer:</b>	<b>Stuart Jamieson</b>	<b>Contact No:</b>	<b>01475 712764</b>
<b>Subject:</b>	<b>Roads – Proposed RAMP/Capital Programme for 2025/26</b>		

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## **1.0 PURPOSE AND 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 2025/26 using RAMP/Capital Funding and funding for Active Travel infrastructure projects.

1.3 This report is to advise the Committee of the proposed RAMP/Capital expenditure and core projects for 2025/26 (excluding Active Travel) within the available budget of £2.86m and the 2025/26 Active Travel projects within the available budget of £341k.

## **2.0 RECOMMENDATIONS**

2.1 That the Committee approve the list detailed in Appendix 1 for the 2025/26 RAMP/Capital and Active Travel 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 and Active Travel allocation through the substitution of projects from a reserve list when necessary.

**Stuart Jamieson**  
**Director Environment & Regeneration**

### 3.0 BACKGROUND AND CONTEXT

- 3.1 The RAMP/Capital expenditure and core projects for 2025/26 (excluding Active Travel) will be progressed within the allocated budget of £2.86m.
- 3.2 The 2025/26 Active Travel projects are being progressed within the available budget of £341k. Funding for this is made available through the Tier 1 Active Travel Infrastructure Fund which is a non-ringfenced element of the General Capital block grant and which has replaced the former Cycling, Walking and Safer Routes (CWSR) fund.
- 3.3 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. on public roads for which the Roads Service 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 2025/26 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.
- 3.6 The Teir 1 Active Travel funding is an element of the tiered delivery model for active travel infrastructure introduced by Transport Scotland in 2024/25 designed to support the delivery of an integrated programme of active travel infrastructure design and construction projects, with embedded behaviour change interventions to enable greater adoption of walking, wheeling and cycling. The fund objectives include delivery of active travel interventions that will enhance the safety and accessibility of existing infrastructure or introduce new provision to travel safely and more conveniently.
- 3.7 The programme of expenditure for the £3.201m funding is summarised in the table below:

<b>Outline Programme</b>	<b>2025/26 £000</b>
<i>RAMP Funding</i>	
Carriageways	1,805
Footways	190
Structures	170
Lighting	170
Other Assets	165
Feasibility	30
Fees & Staffing	330
Sub-Total	2,860
<i>Other Funding</i>	
Active Travel	341
<b>Total</b>	<b>3,201</b>

## **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.

## **Active Travel**

- 3.14 The proposed programme of works for the Active Travel allocation align with the objectives of the fund which will enable residents to move more safely between settlements and key amenities by walking, wheeling or cycling. The proposed priority investment is noted in the table within Appendix 1.

#### 4.0 PROPOSALS

- 4.1 The proposed programme of expenditure for the £3.201m funding is as detailed in Appendix 1 including list of reserve schemes.
- 4.2 The delivery of the programme can be influenced by a number of factors as outlined in 3.5 above. 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 identified within Appendix 1.

#### 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

#### 5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Capital	RAMP	2024/25	2,860		RAMP
Capital	Roads Core	2024/25	341		Active Travel
			<b>3,201</b>		

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	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.

#### **6.0 CONSULTATION**

6.1 This report has been prepared in consultation with Finance Services.

#### **7.0 BACKGROUND PAPERS**

7.1 None.

**RAMP CARRIAGEWAY PROGRAMME****i. Named Carriageway Resurfacing/ Reconstruction Schemes Carried Over from 2024/25 (£64k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Lemon Street	Greenock	Cornhaddock Street to Murdieston Street
West Stewart Street / Houston Street	Greenock	Jamaica Street to Patrick Street

**ii. Named Carriageway Resurfacing/ Reconstruction Schemes (£626k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Old Largs Road	Greenock	Papermill Road to Golf Course cattle grid
Brown Street	Port Glasgow	Between A8 and William Street
Lomond Road	Wemyss Bay	Full length
Union Street	Greenock	Selected lengths
Cullen Crescent	Inverkip	Full length
Wateryetts Drive/Yett Avenue	Kilmacolm	Port Glasgow Road to Quarry Drive
Birkmyre Avenue	Port Glasgow	Full length
Findhorn Road	Inverkip	Spey Road to 1 <sup>st</sup> entrance Cullen Place
Banff Road	Greenock	No 73 to No 75
Manor Crescent	Gourock	Larkfield Road to Rodney Road junction
Divert Road	Gourock	Full length
South Street & Carmichael Street	Greenock	Forsyth Street to Fox Street

**iii. Carriageway Large Patching/Patching - Various Locations (£438k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Cumberland Road	Greenock	No 90 to No 116
Roxburgh Street	Greenock	Junction of Sir Michael to Duncan Street junction
Berwick Road	Greenock	No 25 to No 39
Castle Road	Greenock	Full length
Waverly Street	Greenock	Under bridge
Earnhill Road	Greenock	Various locations
Old Greenock Road	Port Glasgow	Finlaystone Road to boundary
Overton Road	Greenock	Papermill Road to end
Royal Street	Gourock	John Street to turning point
Cedar Crescent	Greenock	Full length
Sharpe Street	Gourock	Full length
Peile Street	Greenock	Full length except for No 15 to 19 (private)

Fir Street	Greenock	Full length
Luss Avenue	Greenock	Full length
Nicolson Street	Greenock	Roundabout at the Range
Dunvegan Avenue	Gourock	Tantallon Avenue to end
Springwood Drive	Kilmacolm	Full length
Oronsay Avenue	Port Glasgow	Selected sections
Dunlop Street	Greenock	Selected sections
Cornhaddock Street	Greenock	Selected sections
Drumfrochar Road	Greenock	Selected sections
Ingleston Street	Greenock	Selected sections
Belville Street	Greenock	Selected sections
Roxburgh Street	Greenock	Selected sections

**iv. Carriageway Minor Patching - Various Locations (£445k)**

**v. Kirn Drive, Gourock – One Way System (£44k)**

**vi. Levelling Up Fund – Diversion Route Works – Additional Traffic Arrangements (£50k)**

**vii. A78 Inverkip Junction Improvements Works - Inverclyde Council Contribution (£100k)**

**viii. Named Carriageway Resurfacing/ Reconstruction Schemes (Reserve)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Glasgow Road	Port Glasgow	Kelburn Terrace to Heggies Avenue
Rodney Road	Gourock	Full length
Clydeview Road	Greenock	Full length
Grieve Road	Greenock	Auchneaghfarm Road to Lyle Road
Finnart Street	Greenock	Madeira Street to Mariners Home
Moss Road	Port Glasgow	Full length
Tasker Street	Greenock	Full length
Brisbane Street	Greenock	Patrick Street to Forsyth Street
Irwin Street	Greenock	Full length

**RAMP FOOTWAY PROGRAMME****i. Named Footway/ Footpath Resurfacing/ Reconstruction Schemes (£170k)**

<i>Road</i>	<i>Town</i>	<i>Extent</i>
Regent Street	Greenock	Dellingburn Street to Lyndoch Street (both sides)
Banff Road	Greenock	Banff Place to Caithness Road
Woodrow Avenue	Kilmacolm	Full length
Finch Road	Greenock	Kestrel Crescent to Auchneaghfarm Road
Orchard Street	Greenock	Full length
Lomond Road	Wemyss Bay	Selected sections
Rose Street	Greenock	Grieve Road to Buchanan Street
Brisbane Street	Greenock	Robertson Street to Forsyth Street (south side)
Banff Road	Greenock	No 98 to 122

**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>
Ayr Terrace	Greenock	Full length
Newton Street	Greenock	Fox Street to Madeira Street
Clynder Road	Greenock	Full length
Court Road	Port Glasgow	Bay Street to end (both sides)
Berwick Road	Greenock	No 63 to No 107 south footway
Toward Road	Wemyss Bay	Full length
Inellan Road	Wemyss Bay	Full length
South Street	Greenock	Fox Street to Newton Street

**RAMP LIGHTING PROGRAMME****i. Column Replacement (£170k)**

<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 (£170k)**

<i>Road/ Bridge</i>	<i>Town</i>	<i>Project Extent</i>
Finneston Street	Greenock	Kerb Upgrade
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 (£165k)**

<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

**OTHER FUNDING – ACTIVE TRAVEL****i. Active Travel (£341k)**

Road	Town	Project Extent
LUF - Diversion Route Works – additional traffic arrangements	Greenock	Pedestrian Crossing Improvements
A78 Junction Improvements	Inverkip	Pedestrian Link Improvements
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. Active Travel (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