
Report To:	Environment & Regeneration Committee	Date:	6 March 2014
Report By:	Acting Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/13.189
Contact Officer:	Graeme Blackie	Contact No:	4828
Subject:	Roads Asset Management Plan 2014/16		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval in relation to a proposed programme of Projects to be undertaken in 2014/16 using RAMP/Capital Funding and grant offers of funding by The Scottish Government for Cycling, Walking and Safer Street Projects.

2.0 SUMMARY

- 2.1 On 14 February 2013, the Council approved a three year budget which included £17m capital investment for carriageways, footways/footpaths, street lighting and structures. This report is to advise the Committee of the proposed RAMP/Capital expenditure for 2014/16 with a list of projects for 2014/15. Projects to be undertaken on 2015/16 will be brought to a future Committee.
- 2.2 The 2014/15 Cycling, Walking and Safer Street Projects (CWSS) for Environmental and Commercial Services (Roads) are valued at £125,000. At least 36% (and preferably above 50%) of the grant funding must 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.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the list detailed below for the 2014/15 RAMP/Capital and CWSS Grant Aided Roads Related Projects.
- 3.2 That the Committee grant delegated authority to the Head of Environmental & Commercial Services to achieve full spend of the RAMP/Capital budget through the substitution of projects from a reserve list when necessary.
- 3.3 That the Committee grant approval, in accordance with Contract Standing Order 3.4.1, to the Head of Environmental & Commercial Services, to enter into a collaborative procurement exercise with Renfrewshire Council for the provision of a street lighting survey and development of a business case for investment in relation to street lighting.
- 3.4 That Committee note that an update report in respect of the potential Street Lighting collaboration will be brought before a future meeting of the Committee.

4.0 BACKGROUND

- 4.1 The Council's Roads Asset Investment Strategy was approved by the Environment & Regeneration Committee of 10 August 2012. Subsequent to this, on 14 February 2013, the Council approved a three year budget which included £17m RAMP/Capital investment for carriageways, footways/footpaths, street lighting and structures.
- 4.2 The proposed programme for 2014/16 amounts to funding as noted in the table below, and includes for Roads Core Capital Funding and Grant Aided Funding from Scottish Government via the Cycling, Walking & Safer Streets project:

<u>RAMP</u>	<u>2014/15</u> £	<u>2015/16</u> £
Core Funding	1,300	1,300
2013/16 Additional CFCR	2,445	2,400
2013/16 Additional Prudential Borrowing	1,370	2,639
<u>RAMP TOTAL</u>	<u>5,115</u>	<u>6,339</u>
<u>Roads Core Funding</u>		
Non RAMP Residual	105	100
<u>Roads Core Funding TOTAL</u>	<u>105</u>	<u>100</u>
<u>Cycling, Walking & Safer Streets (CWSS)</u>		
CWSS	125	Note 1
<u>CWSS TOTAL</u>	<u>125</u>	<u>Note 1</u>

Note 1: CWSS grant award for 2015/16 not determined at this time.

A proposed programme of schemes has been developed for 2014/15, and is detailed in paragraphs 5.0 to 11.0 below.

5.0 PROPOSALS – 2014/15 PROGRAMME

- 5.1 The proposed programme:
- does not include projects for 2015/16 which will be presented to a future Committee.
 - does not include any allocation for road infrastructure or lighting adjustments associated with the Schools Re-provisioning Programme.
- 5.2 The proposed projects, where appropriate, apply only to carriageways, footways, lighting and bridges etc. for which Environmental and Commercial Services (Roads) has specific responsibilities in terms of the Roads (Scotland) Act 1984. In addition, the programme of such projects has been compiled in compliance with the requirements of the Council's Local Transport Strategy, with particular reference to Policies Psafe19, 24, 28, 30, 37 and 38, Pwalk5, and Penviro3 and 13.
- 5.3 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.

- 5.4 Delivery of the 2014/15 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 Environmental & Commercial Services to achieve full spend of the capital budget through the substitution of projects from a reserve list when necessary. Reserve carriageway and footway projects are noted in Section 6 below.
- 5.5 Projects associated with the RAMP Lighting are the subject of a review of strategy and possible service sharing, with further proposals brought to a future Environment and Regeneration Committee.
- 5.6 A Cycling, Walking & Safer Streets (CWSS) 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. Inverclyde Council has been awarded £125,000 from this fund for financial year 2014/15. It should be noted that the award is conditional on the Council considering spending at least 36% (and preferably above 50%) of the grant for the purposes of undertaking a programme of works for the promotion of cycling.
- 5.7 Projects associated with the Parking Strategy and the Flooding Strategy have been the subject of previous reports to this Committee and are not covered in this report.
- 5.8 The programme of expenditure for the £5.345m funding is as detailed below. This differs from the figures in paragraph 4.2 due to slippage from 2013/14.

<i>Outline Programme for 2014/15</i>	<i>£000</i>
RAMP	
Carriageways	3,366
Footways	350
Lighting	330
Structures	650
Fees & Staffing	419
Roads Core Funding (Residual Non-RAMP)	
Traffic Measures	105
Cycling, Walking & Safer Streets	125
TOTAL	5,345

6.0 RAMP CARRIAGEWAY PROGRAMME

- 6.1 The priority investment programme for carriageways has been determined through analysis of available information comprising: road hierarchy (road class), 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 Technical staff.
- 6.2 The proposed priority investment in carriageway infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

RAMP Carriageways	£000
<p>i <i>Named Schemes (£2.271m)</i></p> <p>A770 Cloch Road, Gourock (No 15 to No 32)</p> <p>A770 Dalrymple Street, Greenock (Hunter Place to Grey Place)</p> <p>B7054 Cornhaddock Street, Greenock (Pine Street to Murdieston Street)</p> <p>C79 Regent Street, Greenock (Dellingburn Street to Lynedoch Street)</p> <p>U Auchmountain Road/Gilmour Street, Greenock (Full length)</p> <p>U Bow Road, Greenock (From A78 to Rose Street)</p> <p>U Brachleston Street, Greenock (Orangefield Street to A78)</p> <p>U Cartsburn Street, Greenock (Ingleston Street northwards to remote footpath)</p> <p>U Hillend Drive, Greenock (Full length)</p> <p>U Mount Pleasant Street, Greenock (Holmscroft Street to road end)</p> <p>U Nelson Street, Greenock (at Roundabout)</p> <p>U Nicol Street/Davey Street, Greenock (From Bow Road to junction with Tay Street)</p> <p>U Renton Road, Greenock (Leven Road to No 60)</p> <p>U Tay Street, Greenock (Full Length)</p> <p>U Union Street, Greenock (Patrick Street to George Square)</p> <p>A78 Slip Roads At Power Station, Inverkip (Northbound off ramp & Southbound on ramp)</p> <p>U Spey Road, Inverkip (From sub-station to Kinloss Place)</p> <p>U Station Road/Finnockbog Road, Inverkip (From Main Street to Railway Bridge)</p> <p>A761 Bridge Of Weir Road, Kilmacolm (At Knapps Reservoir)</p> <p>B786 Stepends Road, Kilmacolm (Between Torr Road and boundary)</p> <p>U Churchill Road, Kilmacolm (Full length)</p> <p>U Cardross Avenue, Port Glasgow (Full length)</p> <p>U Cuillins Avenue, Port Glasgow (Full length)</p> <p>U Marloch Avenue, Port Glasgow (Slaemuir Avenue to Auchenbothie Road)</p> <p>U Montrose Avenue, Port Glasgow (Auchenbothie Road to Methil Road)</p> <p>U Uist Avenue/Staffa Avenue, Port Glasgow (Full length)</p> <p>ii Programme for Carriageway Proprietary Surface Treatments (2014/15) as approved at Environment & Regeneration Committee of 16 January 2014 (£670,000)</p> <p>iii A770 Gourock Realignment (Kempock Street and Kempock Street Car Park Resurfacing & Refurbishment (works by Riverside Inverclyde) (£200,000)</p> <p>iv Carriageway Large Patching at Various Locations (£100,000)</p> <p>v Road Markings at Various Locations (£50,000)</p> <p>vi Minor Drainage Improvements (£75,000)</p> <p>vii <i>Named Reserve Schemes:</i></p> <p>U Bath Street/Kempock Place, Gourock (Full length)</p> <p>C62 Cumberland Road, Greenock (From No 74 to No 122)</p> <p>C61 Grieve Road, Greenock (From Bow Road to Auchneaghfarm Road)</p> <p>U Angus Road, Greenock (Banff Road to Lothian Road)</p> <p>U Dunn Street, Greenock (Cornhaddock Street to Prospecthill Street)</p> <p>U Fancyfarm Road, Greenock (From Gleninver Road to Glamis Drive)</p> <p>U Gordon Street, Greenock (Cornhaddock Street to Pine Street)</p> <p>U Lemon Street, Greenock (Full length)</p> <p>U Lime Street, Greenock (Lime Street to Cornhaddock Street)</p> <p>U Newton Street (Selected Lengths), Greenock (Kelly Street to Robertson Street)</p> <p>U Old Inverkip Road, Greenock (Brachleston Street to A78)</p> <p>U Pennyfern Road, Greenock (Pennyfern Drive to road end & Pennyfern Drive)</p> <p>U Pine Street, Greenock (Pine Street to Cornhaddock Street)</p> <p>C22 High Carnegie Road, Port Glasgow (Clune Brae to Parkhill Avenue)</p> <p>U Bridgend Avenue, Port Glasgow (Full length)</p> <p>U Coll Avenue/Colonsay Avenue, Port Glasgow (Full length)</p>	<p>3,366</p>

7.0 RAMP FOOTWAY PROGRAMME

- 7.1 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.
- 7.2 The proposed priority investment in footway and footpath infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

RAMP Footways	£000
i <i>Named Schemes (£320,000)</i> A770 Cloch Road, Gourock, (Ashton Road to McInroys Point - Selected Lengths) Armadale Place, Greenock, (Bank Street to Mearns Street) Braeside Remote Footpaths, Greenock, (Selected Lengths) Dalrymple Street, Greenock, (Westburn Street to Laird Street South Side) Laird Street, Greenock, (Dalrymple Street to West Blackhall Street - Selected Lengths) Lynedoch Street, Greenock, (Drumfrochar Road to Hay Street) Nelson Street, Greenock, (West Shaw Street to A78 - Selected Lengths) Newton Street, Greenock, (Kelly Street to Robertson Street) Orangefield, Greenock, (Roxburgh Street to Brachelston Street) Papermill Road, Greenock, (Glen Kinglass Road to Primary School) Regent Street, Greenock, (Lynedoch Street to Bank Street) Westburn Street, Greenock, (Blacktop Areas) Langhouse Road, Inverkip, (Millhouse Road to Kirk Avenue - Selected Lengths) B786 Lochwinnoch Road, Kilmacolm, (Gryffe Road to Churchill Road) Kinross Avenue, Port Glasgow, (North Side) Lomond Road, Wemyss Bay, (Selected Lengths)	350
ii Footway/Footpath Large Patching at Various Locations (£30,000)	
iii <i>Reserve Projects</i> Dunvegan Avenue, Gourock, (Full Length) B788 Kilmacolm Road, Greenock, (Glenbrae Road to Leven Road - Selected Lengths) Lylefoot Crescent, Greenock, (Full Length) Rankin Street Area, Greenock, (Footpaths linking Rankin, Florence, Inverkip Road) Birkmyre Avenue, Port Glasgow, (East Side, Lilybank to Playpark) Broadstone Avenue, Port Glasgow, (South Side, Birkmyre Avenue to Mackie Avenue) Clune Brae, Port Glasgow, (Newark Street to Opposite Hibs) Duchal Street, Port Glasgow, (South Side, Dubbs Road to Corner)	

8.0 RAMP STREET LIGHTING PROGRAMME

- 8.1 In order to deliver improvements to the existing street lighting infrastructure, it will be necessary to procure a contract(s) with an external contractor(s) for the provision of works. Contract(s) will provide for the upgrade the current assets in terms of both column and lantern replacement and lantern only conversions, and will take advantage of more modern lighting solutions such as white light and LED type lanterns.
- 8.2 Prior to implementing site works it will be necessary to determine the residual lifespan of the existing lighting column infrastructure; this will better inform the scope of column replacement

required on a phased basis, whilst taking into account the anticipated levels of power and carbon savings given current and future industry developments surrounding the efficiencies of lanterns.

- 8.3 Resource Efficient Scotland are currently funding a survey of 3,000 of the Council's existing street lighting columns to a total value of £24,000. The Scottish Government has also given the Council £28,000 funding which can be used for this survey type work; this will permit the survey of a further 3,500 lighting columns; this will require a separate procurement exercise. Further funding of £44,000 of RAMP/Capital funding would permit a further 4,500 columns to be surveyed, bringing the total surveyed to 11,000 columns – this represents all columns over the age of around 5 years from the date of installation and allows for the development of a detailed business case for investment.
- 8.4 As part of the ongoing discussions with regard to Roads Shared Services, it has been noted that Renfrewshire Council are intending to procure a street lighting condition survey and development of a business case for column replacement and lantern only conversion in the near future, and Officers propose that a collaborative procurement exercise, with Renfrewshire as lead authority, would be deliver best value for both Councils. Discussions are ongoing with East Renfrewshire Council, and they may participate in this exercise.
- 8.5 It is therefore proposed that Inverclyde Council collaborate with Renfrewshire Council in the procurement of the street lighting condition survey. The request to collaborate with other Councils requires the approval of the committee in terms of Contract Standing Order 3.4.1. It is likely that costs in relation to the street lighting condition survey would be £72,000 for Inverclyde, which includes an allowance for the development of the business case. The resultant report would give a firm indication of the current condition of street lighting columns and would provide the Council with the basis of a strategy for the future use of white light or LED technology. It is proposed that the Head of Environmental & Commercial Services be granted the authority to enter into a collaborative procurement exercise with Renfrewshire Council a described above.
- 8.6 It had originally been proposed that around £1.1m of RAMP/Capital investment be directed to street lighting infrastructure renewal in 2014/15; however, on the basis of the need to carry out the column survey work described above, this figure has been reduced to reflect the likely spend, with the remaining amount being transferred to subsequent years. Officers believe this will not only deliver a better solution but will also deliver efficiencies arising from economies of scale.
- 8.7 The proposed priority investment in street lighting infrastructure is noted in the table below.

RAMP Lighting	£000
Schemes to be brought to future Environment & Regeneration Committee upon completion of column survey work and development of business case for investment (£280,000).	330
Minor/Ad-hoc column/lantern replacements (£50,000).	

9.0 RAMP STRUCTURES PROGRAMME (£650,000)

- 9.1 The proposed programme of works for structures addresses the requirement to replace and replenish entire structures or 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.
- 9.2 Cardwell Road/Rail Bridge, Gourock – Expansion Joints
Replacement of expansion joints that have reached the end of their serviceable design life of 20 years.
- 9.3 Lady Alice Park, Greenock Footbridge
Replacement of existing small footbridge over the Hole Burn because its 50 year old concrete is deteriorating.

- 9.4 Esplanade, Greenock – Sea Wall Pointing Works
Wave action, escalated by recent storms has plucked out the mortar from the sea wall. Large areas need to be replaced to prevent large scale damage in future.
- 9.5 A761 Culvert, Kilmacolm – Replacement
Debris washed down from the overtopping private Leperstone reservoir has damaged the culvert irreparably. Complete replacement is required.
- 9.6 Clune Brae, Port Glasgow Retaining Wall Strengthening
The wall was increased in height over 20 years ago and now pressure built up behind the wall has caused the joint between the two parts of the wall to fail. A system of tying back the wall into the subsoil or a complete rebuild, are two possible options.
- 9.7 Nittingshill Bridge, Quarriers - Deck Replacement Works & Utility Diversions
The existing bridge failed its load assessment test over 10 years ago. Designs for a new deck were done at the time but funds have not been available until now to replace it. A temporary bailey bridge has allowed the bridge to stay open using single lane shuttle traffic signals.
- 9.8 Strengthening Bridge Parapets & Copes at Various Locations
Bridges assessed since a change in the assessment standards have shown deficiencies in the strength of their parapets and copes. Replacements are required to meet current standards.
- 9.9 Replacement Cattle Grids at Various Locations
Failing cattle grids on public roads at Largs Road and Dougliehill Road require replacement to meet current vehicle weight standards.
- 9.10 Scour Protection to Bridges at Various Locations
The recent rains have accelerated the scour action of watercourses at six bridges and culverts, affecting their stability. Milton Culvert, Garshangan Culvert, Old Largs Road Culvert, Pennyteral Bridge, Flow Channel Loch Thom and Moniburns Bridge require rock armour or concrete protection works.

10.0 RESIDUAL NON-RAMP - TRAFFIC MEASURES PROGRAMME (£105,000)

- 10.1 The proposed programme of works for Traffic Measures is taken from requests from the public and Councillors on their behalf, and prioritised using cost benefit and survey justification techniques to create a priority list to suit the available funds.
- 10.2 Regent Street, Greenock - Uncontrolled Pedestrian Crossing at Well Park
At the request of Well Park Nursery and the Community Council, a pedestrian advantage island is proposed to help people cross the wide section of Regent Street at the entrance to the Well Park.
- 10.3 Regent Street, Greenock - Uncontrolled Pedestrian Crossing West of Terrace Road
At the request of the residential care home on the south side of Regent Street a pedestrian advantage island is being placed on the common desire line to the town centre via Terrace Road.
- 10.4 Larkfield Road, Gourrock - Controlled Crossing at Inverclyde Royal Hospital
At the request of Councillors and after proving justification with survey work, a puffin crossing will aid people, including those parked in the hospital's overflow car park to cross Larkfield Road alongside the main hospital car park's vehicle entrance.
- 10.5 Brueacre Road, Wemyss Bay – Pedestrian Barrier
At the request of Councillors, pedestrian barrier is being used to combat a problem of parked cars dangerously reducing visibility at the junction of Brueacre Road and Ardgowan Road next to Wemyss Bay Primary School.

11.0 CYCLING, WALKING & SAFER STREETS PROGRAMME (£125,000)

- 11.1 The proposed programme of works for the Cycling, Walking and Safer Streets 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.
- 11.2 Cycle Route R21 – Mirren’s Shore
The next phase in the continuation of the recreational cycle route from Newark Castle to East India Harbour where it meets the national cycle route N75.
- 11.3 Dropped Kerbs – Various Locations
The continuation of the modernisation of all Inverclyde’s road junctions by providing dropped kerb crossings for pedestrians and wheelchair users to make the transition between road and footway easier to negotiate.
- 11.4 School Crossing Patroller Signing
New advance warning signs and other revisions to the Council’s signing asset since the opening of a number of new schools and the closing of others.
- 11.5 West End, Greenock – Kerb Build-Outs
The demand for parking in the West End is forcing park cars to encroach on the hatched road markings at the corners of junctions to the detriment of visibility and safety. Physical extensions of the footway will replace the hatched markings to improve visibility at these junctions.

12.0 IMPLICATIONS

12.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	RAMP	2014/15	5,115	-	See Para 5.8
Capital	CWSS		125	-	CWSS Grant Allocation Projects

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
N/A					

Legal

- 12.2 Legal Services have been consulted on the content of this report.

Human Resources

- 12.3 Staff recruitment for the RAMP project is nearing completion with recruitment for two posts being progressed.

Equalities

- 12.4 No implications.

Repopulation

- 12.5 The improvement in the condition of the road network will assist the encouragement of inward investment.

13.0 CONSULTATIONS

- 13.1 Ward members were asked in June 2013 to give consideration to identifying sections of roads and footways in their respective areas which were causing them/their constituents concern in terms of the roads overall condition.

14.0 LIST OF BACKGROUND PAPERS

- 14.1 Inverclyde Council's "Road Asset Investment Strategy"; August 2012.