
Report To:	Environment & Regeneration Committee	Date:	15 January 2014
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/219
Contact Officer:	Graeme Blackie	Contact No:	714828
Subject:	Environmental & Commercial Services (Roads) – Proposed RAMP/Capital Programme for Carriageway Protective Surface Treatments (2015/16)		

1.0 PURPOSE

- 1.1 The purpose of this report is to advise the Committee of the proposed capital programme for carriageway protective surface treatments for 2015/16.

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.
- 2.2 For the financial year 2015/16, there will be a total RAMP investment for Environmental and Commercial Services (Roads) valued at £5.8m, £600k of which is proposed for carriageway protective surface treatments, as detailed in 5.1 below.
- 2.3 The proposed programme noted in paragraph 5.1 below, is an extract of the overall RAMP programme for 2015/16, currently under development, and which will be brought to the March 2015 Environment & Regeneration Committee for approval.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the programme and spend profile for 2015/16, as outlined in paragraph 5.1 of this report.

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 A proposed programme of projects for carriageway protective surface treatments to a total value of £600k has been developed, and is detailed in paragraph 5.1 below.
- 4.2 The proposed programme is in respect of only carriageway protective surface treatments for 2015/16. A further report detailing the full capital programme will be brought to the Committee in March 2015, for the balance of the total funding for 2015/16.
- 4.3 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.
- 4.4 The 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.
- 4.5 The use of carriageway protective surface treatments forms 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 would not be 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.
- 4.6 One type of treatment proposed, microasphalt, 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. These types of treatments have been used successfully within Inverclyde for a number of years, including years 1 and 2 of the RAMP funding, and are widely used by many other Councils.
- 4.7 The projects noted in paragraph 5.1 below 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.
- 4.8 The £600k estimated cost is split between an external tender for the procurement of the protective surface treatment to the value of £530k and preparatory patching to the value of £70k which will be carried out by the Council's internal Operations Unit within Environmental and Commercial Services. A further report will be brought to Committee with a request for approval to award the above noted tender.
- 4.9 The external contract will be tendered on the basis of a 2 year maintenance period (warranty).

5.0 PROPOSALS

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.

<i>Detailed RAMP Programme 2015/16 for Carriageway Protective Surface Treatments</i>				2014/15 (£000s)
<i>Road Name</i>	<i>Extent</i>	<i>Location</i>	<i>Road Class</i>	600
Millhouse Road	Full Length	Inverkip	U	
Lunderston Road	Full Length	Gourock	U	
Stoneleigh Road	Full Length	Greenock	U	
Caird Aveune	Full Length	Greenock	U	
Flatterton Road	Mars Road To Beyond Chrisswell Farm	Greenock	U	
Dingwall Drive	Full Length	Greenock	U	
Branchton Road	Full Length	Greenock	U	
Huntly Drive	Full Length	Greenock	U	
Cupar Drive	Full Length	Greenock	U	
Forfar Road	Full Length	Greenock	U	
Mearns Street	Drumfrochar Road to Roxburgh Street	Greenock	U	
Dempster Street	Ann Street to Brachelston Street	Greenock	U	
Dunn Street	Full Length	Greenock	U	
Gordon Street	Full Length	Greenock	U	
Lime Street	Full Length	Greenock	U	
Pine Street	Full Length	Greenock	U	
Nimmo Street	Full Length	Greenock	U	
Hibernia Street	Full Length	Greenock	U	
Columba Street	Full Length	Greenock	U	
Wallace Street	Full Length	Greenock	U	
Minto Street	Full Length	Greenock	U	
Thom Street	Full Length	Greenock	U	
Balloch Road	Full Length	Greenock	U	
Fintry Road	Full Length	Greenock	U	
Endrick Road	Full Length	Greenock	U	
Balmore Road	Full Length	Greenock	U	
Luss Avenue	Full Length	Greenock	U	
Balfron Road	Full Length	Greenock	U	
Ardmore Road	Full Length	Greenock	U	
Dalmoak Road	Full Length (Excl. Private Section)	Greenock	U	
Arden Road	Full Length	Greenock	U	
Lomond Road	Full Length	Greenock	U	
Gareloch Road	Full Length	Greenock	U	
Clydeview Road	Full Length	Greenock	U	
Mackie Avenue	Full Length	Port Glasgow	U	
Devol Avenue	Full Length	Port Glasgow	U	
Broadstone Avenue	Full Length	Port Glasgow	U	
Farquhar Road	Full Length	Port Glasgow	U	
Birkmyre Avenue	Full Length	Port Glasgow	U	

Craigbet Road	Full Length	Quarriers	U
Torr Avenue	Full Length (Excl. Private Section)	Quarriers	U
Craigbet Avenue	Full Length	Quarriers	U
Craigbet Crescent	Full Length	Quarriers	U
Craigbet Place	Full Length	Quarriers	U

6.0 IMPLICATIONS

Finance:

6.1	Cost Centre	Budget Heading	Budget Years	Proposed spend this report (£000s)	Virement from	Other comments
	RAMP	Carriageway Resurfacing	2015/16	600	n/a	

Legal

6.2 There are no Legal implications arising from this report.

Human Resources

6.3 There are no specific HR implications arising from this report.

Equalities

6.4 As this report does not involve a new Policy or a new Strategy, there are no equalities issues arising.

Repopulation

6.5 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 No specific consultations are required as a result of this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.