
Report To:	Environment & Regeneration Committee	Date:	3 September 2015
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ERC/ENV/IM/15.241
Contact Officer:	Graeme Blackie	Contact No:	4828
Subject:	Roads Asset Management Plan 2015/16 Progress Update for Carriageway & Footway Works		

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval in relation to a proposed accelerated programme of carriageway and footway resurfacing/reconstruction projects to be undertaken in 2015/16.

2.0 SUMMARY

- 2.1 On 5 March 2015, the Environment & Regeneration Committee approved a proposed programme of works, including reserve projects, in respect of road carriageways, footway, street lighting and structures amounting to a value of £4.037m.
- 2.2 The 2015/16 programme for carriageways and footways as approved at the above Committee is progressing satisfactorily and generally to programme.
- 2.3 Good progress has been made with the carriageway resurfacing and major patching programme so far and officers believe they can accelerate future years spend, bringing forward the schemes from this year's reserve list along with one other. It is therefore proposed to accelerate spend on the carriageway and footway elements of the 2015/16 programme by an additional £1.395m (£1.045m carriageway and £350k footways). The proposed additional carriageway schemes are highlighted in the table under paragraph 6.3 and the footway schemes in the table under paragraph 7.2 of this report. The additional scheme not contained within the 2015/16 reserve list is Customhouse Place Road to Police Station (Customhouse Place to End), Greenock.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approves the proposed accelerated programme of carriageway and footway projects to be undertaken in 2015/16 using RAMP/Capital funding.

Ian Moffat
Head of Environmental & Commercial Services

4.0 BACKGROUND

- 4.1 On 5 March 2015, the Environment & Regeneration Committee approved a proposed programme of works, including reserve projects, in respect of road carriageways, footway, street lighting and structures amounting to a value of £4.037m.
- 4.2 The 2015/16 programme for carriageways and footways as approved at the above Committee is progressing satisfactorily and generally to programme, and Officers believe they can accelerate future years spend, bringing forward schemes from this year's reserve list along with one other.
- 4.3 It is proposed to accelerate the programme by £1.395m, via additional carriageway and footway projects this financial year. The additional projects are detailed in paragraphs 5.0 to 7.0 below.
- 4.4 The additional work is likely to be split approximately 55% to the private sector, via a competitive tendering process, and approximately 45% to the in house operations unit, the exact split being dependent on capacity within the operations unit.

5.0 PROPOSALS – 2015/16 PROGRAMME

- 5.1 The proposed programme 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 the Environmental and Commercial Services (Roads) have 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 bills 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 The overall programme of expenditure is as detailed below.

<i>Programme for 2015/16</i>	<i>Approved 5 Mar 2015</i>	<i>Proposed This Report</i>
	<i>£000</i>	<i>£000</i>
RAMP		
Carriageways	3,000	4,045
Footways	250	600
Lighting	287	287
Structures	200	200
Fees & Staffing	300	300
TOTAL	4,037	5,432

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 All but one of the additional projects have been taken from the approved reserve projects for carriageways and footways. The project proposed at "Customhouse Place Road to Police Station (Customhouse Place to End), Greenock" has been added to the priority programme post the

Environment & Regeneration Committee of 5 March 2015. Previously, the maintenance responsibility for the road was uncertain, and there have been discussions over a number of years between the Council and Police Scotland in relation to this matter. In order to try and bring this matter to a conclusion, Legal and Property Services were asked to carry out a detailed investigation. The conclusion was that, whilst there has to be a degree of uncertainty over the exact boundaries that apply to older Titles, particularly where the original buildings and physical features have been changed or removed, it was confirmed from Landownership Scotland that they believe that the Corporation of Greenock is the last recorded owner in respect of the whole of the length of the road with one exception. That exception is the part of the original width of Shaw Street (Shaw Street was also known as High Street, then Dalrymple Street) which they believe is still in the hands of Ardgowan Estate. Taking the above into account, and whilst noting that Ardgowan Estates may be the responsible party for a very small section of the Customhouse Place Road, the maintenance responsibility appears to lie with Inverclyde Council. Given the very poor condition of the road, it is considered appropriate to carry out resurfacing/reconstruction works at an early date.

6.3 The proposed additional priority investment in carriageway infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

<i>RAMP Carriageways</i>	<i>£000</i>
i Additional Named Resurfacing/ Reconstruction Schemes: Albert Road, Gourock (Kempock Street to Ashton Place) Turnberry Avenue, Gourock (No 24 to Street Andrews Drive) St Andrews Drive, Gourock (Full Length) Berwick Road (Phase 2), Greenock (Berwick Place to No 171 Banff Road) Customhouse Place Road to Police Station (Customhouse Place to End) Dunrod Road – B7054, Greenock (Selected Lengths) Finnart Street, Greenock (Robertson Street to Forsyth Street) Flatterton Road, Greenock (A78 to Mars Rd) Patrick Street, Greenock (A770 to Union Street) Renton Road Phase 2, Greenock (Leven Road to No 62) Westmorland Road, Greenock (Cumberland Road to Stafford Way South) A761, Kilmacolm (Auchenbothie Road to Woodrow Avenue) Gryffe Road, Kilmacolm (Houston Road to Gryffe Craig)	1,045

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 additional priority investment in footway and footpath infrastructure is noted in the table below (schemes are noted in alphabetical order by town).

<i>RAMP Footways</i>	<i>£000</i>
i Additional Named Resurfacing/ Reconstruction Schemes: Brodick Drive, Gourock (Full Length) Culzean Drive, Gourock (Full Length) Larkfield Road, Gourock (York Road to Cemetery) Urquart Drive, Gourock (Full Length) Brisbane Street, Greenock (Patrick Street to Robertson Street) Burns Road, Greenock (Banff Road to Lothian Road) Burns Road, Greenock (Berwick Road to Minerva Terrace) Old Inverkip Road, Greenock (Brachelston Street to A78 to Grieve Road)	350

Trafalgar Street, Greenock (Regent Street to Wellington Street)
 Union Street, Greenock (Patrick Street to George Square)
 York Road, Greenock (Full Length)
 Churchill Road, Kilmacolm (Full Length)
 A761 Kilmacolm Road, Port Glasgow (Boglestone Roundabout to second layby)
 Auchinbothie Road, Port Glasgow (Rural Section to West Barmoss Ave)
 Douglichill Terrace, Port Glasgow (Full Length)

8.0 IMPLICATIONS

8.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
Capital	RAMP	2015/16	5,432	-	See Para 5.4

Annually Recurring Costs/ (Savings)

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

Legal

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

Human Resources

8.3 No implications.

Equalities

8.4 No implications.

Repopulation

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

9.0 CONSULTATIONS

9.1 None.

10.0 LIST OF BACKGROUND PAPERS

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