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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT AND**

**ROADS CAPITAL RECONSTRUCTION PROGRAMME 2022/23**

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**2.0 INTRODUCTION**

2.1 This report provides details of the proposed roads reconstruction programme for 2021/22. The programme was initially based on an allocation of £5.378M which has been increased to £8.0M at the 24 February Budget Meeting.

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:
- i. Endorses the proposed programme of capital works for 2022/23
  - ii. Agrees that details of each area committee's programme will be forwarded on to individual Elected Members
  - iii. Agrees that the full programme together with an update on delivery will be presented to the June EDI Committee

**4.0 DETAIL**

4.1 Note for committee: The appendices attached to this report are working drafts, there will be some slight adjustments in terms of the list of scheme and values etc. to allow the budget to balance, there may also be a need to make adjustments based on winter deterioration to ensure that treatments are applied to sections of roads which will provide the greatest benefit in terms of arresting deterioration and providing a sound road network for the travelling public.

resurfacing which is delivered. As with almost all council services there is insufficient funding available to treat all the sections of road that we'd like to do, the focus being on treating sections where we can maximise the financial return and in so doing reduce the amount of reactive repairs varied out. Unfortunately, the available funding means that almost all roads authorities, including Argyll and Bute are unable to treat every section of road they would like to do.

- 4.4 In previous years, the proposed schemes have been selected using the Councils Roads Asset database WDM-PMS and using the information collected from the SCANNER Survey carried out in summer months. In-line with recommendations within the Annual Status and Options Report, the programme is not necessarily concentrated on all the red roads but instead has been aligned to focus on a combination of red and amber roads to arrest deterioration. This effectively provides a stitch in time approach and ensures that we get the best rate of return from the investment available. Red roads are roads requiring attention currently, amber roads are roads which will require attention in the not too distant future and green roads are roads which require no attention. By progressing schemes which will provide the best rate of return, taking consideration of the survey results and associated data, the Council is able to deliver a programme of schemes which maximises the benefits to the travelling public from the available investment.
- 4.5 Surface dressing schemes are selected on the basis that, either the skid resistance of the road surface is poor, or the road surface requires sealing before it fails. There is also a weighting / ranking applied that aligns with a routes classification and hierarchy together with the Road Condition Index
- 4.6 As in previous years, the roads reconstruction programme will be delivered by a mixed economy model with the Councils in-house team delivering carriageway reconstruction and patching works. The surface dressing element of the programme will be delivered b59(a)-6(n)

4.8 In 2021/22 there was also a grant from the Strategic Timber Transport Scheme (STTS) of £1.6M. This funding was used to match fund existing schemes on the council network where

**Policy Lead for Roads and Infrastructure Councillor Rory Colville**

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**For further information contact:**

Hugh O'Neill, Network and Standards Manager

Jim Smith, Head of Roads and Infrastructure Service

**APPENDICES**

Appendix 1 – MAKI Proposed Roads Reconstruction Programme 2022/23

Appendix 2 – OLI Proposed Roads Reconstruction Programme 2022/23

Appendix 3 – B&C Proposed Roads Reconstruction Programme 2022/23

Appendix 4 – H&L Proposed Roads Reconstruction Programme 2022/23