

# Report

Report to:	<b>Clydesdale Area Committee</b>
Date of Meeting:	<b>21 November 2017</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Roads Investment Plan – Progress Report</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ set out progress with the Roads Investment activity in the Clydesdale Area

## 2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the progress in the tenth year of the Roads Investment Plan be noted.

## 3. Background

3.1. It is recognised there is a need to report progress on key priorities to the relevant Area Committee. Given that the Roads Investment Plan 2008/19 represents a total investment of £126 million it is clearly a key Council initiative. Consequently this report provides the Committee with an update on progress in the Clydesdale area in the current year.

3.2. The condition of roads and pavements continues to be a significant concern for members of the public. The South Lanarkshire Household Survey of 2010 recorded a public satisfaction rating of only 18.6% with regard to the condition of roads and footways highlighting the need to continue the investment programme. A further independent survey in 2013 recorded a satisfaction rating of 24.7% for road conditions. The most recent Household Survey in 2014 identified some further progress with satisfaction levels increasing to 29%. However, this remained the lowest rating of any Council Service and it is clear that while good progress has been achieved much work remains to be done.

3.3. The current commitment to the Roads Investment Plan ends in March 2019, with capital investment reducing from £12 million to £5.5 million in 2019/20. In addition, revenue funding provides further financial support as identified at Appendix 1.

## 4. Improving the Road Network

4.1. The road network is the highest value asset owned by the Council, worth over £3.0 billion. With this in mind the Council Plan 2007-2011 identified improvements to the road network as one of the Council's key objectives.

- 4.2. The Council originally approved the implementation of a major roads maintenance and reconstruction programme over eight years, 2008 to 2016. In November 2011 the Executive Committee agreed that the timescale be extended from 2016 to 2019. The total value of the works is £126 million and is phased as follows:-

Year	£m per annum	Total
2008 - 2009	£6 million	£6 million
2009 - 2010	£12 million	£18 million
2010 – 2011	£12 million	£30 million
2011 - 2012	£12 million	£42 million
2012 – 2013	£12 million	£54 million
2013 – 2014	£12 million	£66 million
2014 - 2015	£12 million	£78 million
2015 - 2016	£12 million	£90 million
2016 – 2017	£12 million	£102 million
2017 – 2018	£12 million	£114 million
2018 - 2019	£12 million	£126 million

## 5. Priorities

- 5.1. Each carriageway and footway scheme identified for improvement is scored using the criteria listed below. The schemes are then ranked in order of priority to ensure those requiring attention and providing the greatest benefit are included in a programme at the earliest possible date.

Carriageway Scoring System				
	Criteria	Max Score	Weighting	Score
1	Condition	10	6	60
2	Claims/Defect Reports	10	1	10
3	Assistance to Other Priorities	10	1	10
4	Maintenance Category	5	4	20
Maximum Total				100

Footway/Footpath Scoring System				
	Criteria	Max Score	Weighting	Score
1	Condition	10	5	50
2	Importance/Accessibility	5	2	10
3	Claims/Defect Reports	10	2	20
4	Assistance to Other Priorities	10	2	20
Maximum Total				100

- 5.2. This approach of treating the worst roads first is also being increasingly complemented by an “asset management” approach whereby relatively low cost interventions, such as surface dressing, are being used to seal existing road surfaces, improve skid resistance and generally prolong the life of the road.
- 5.3. Such an approach represents good value for money and a long term outlook. However, it can generate comments that the “better” roads are being treated before those which are “worse”.

## **6. Progress to date – 2017/18**

- 6.1. To 19 September 2017, in total 200 schemes have been completed throughout South Lanarkshire, including 32 in Clydesdale. The remaining 36 in Clydesdale are schemes either in progress or programmed to be completed by March 2018, as shown below:-

Carriageway Schemes					
	No. of Schemes	Completed	Programmed	Remaining	% Complete
SLC	187	76	104	7	40.64%
Clydesdale	63	29	34	0	46.03%

Footway Schemes					
	No. of Schemes	Completed	Programmed	Remaining	% Complete
SLC	13	5	3	1	38.46%
Clydesdale	5	3	2	0	60.00%

The schemes in the Clydesdale Area for 2017-2018 are listed in Appendix 1.

- 6.2. The condition of roads is monitored nationally via the Scottish Road Maintenance Condition Survey (SRMCS). South Lanarkshire's results for 2016/17 (the most recent results available) show the Council are now 13<sup>th</sup> of the 32 Council's in terms of the condition of our road network.
- 6.3. The road condition index shows a trend of improvement as shown in Appendix 2. It should be recognised that significant works still have to be undertaken on minor and residential roads, including footways, to bring them up to standard.

## **7. Employee Implications**

- 7.1. There are no employee implications associated with this report.

## **8. Financial Implications**

- 8.1. Works are being funded via approved budgets. Carriageway condition is improving as a result of the significant investment.

## **9. Other Implications**

- 9.1. Continuing to progress this investment programme will reduce the risk of third party claims and improve public satisfaction with regard to road and footway conditions.

## **10. Equality Impact Assessment and Consultation Arrangements**

- 10.1. The Roads Investment Plan 2008-2019 will improve road and footway conditions for all sections of the community.
- 10.2. There was no requirement to undertake an equality impact assessment or consultation in terms of the content of this report.

**Michael McGlynn**

**Executive Director (Community and Enterprise Resources)**

7 November 2017

**Link(s) to Council Values/Objectives**

- ◆ Roads Investment is a Council Plan (Connect) 2007-2011 key priority
- ◆ Rural Investment and establishment of a Rural Task Force is a proposed Council Plan (Connect) Action.

**Previous References**

- ◆ Clydesdale Area Committee, 29 November 2016

**List of Background Papers**

- ◆ None

**Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact: - Martin Polland, Roads Area Manager

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## Appendix 1

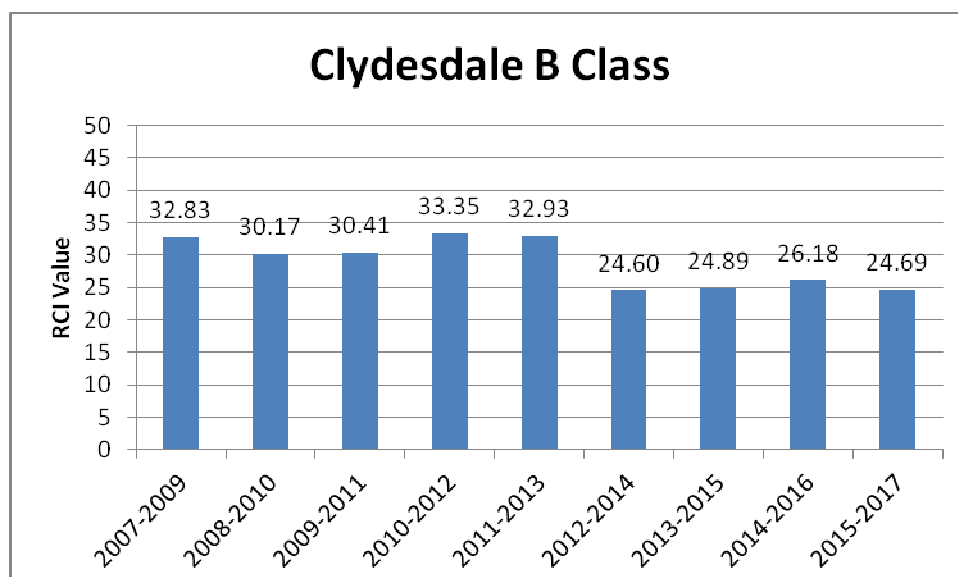
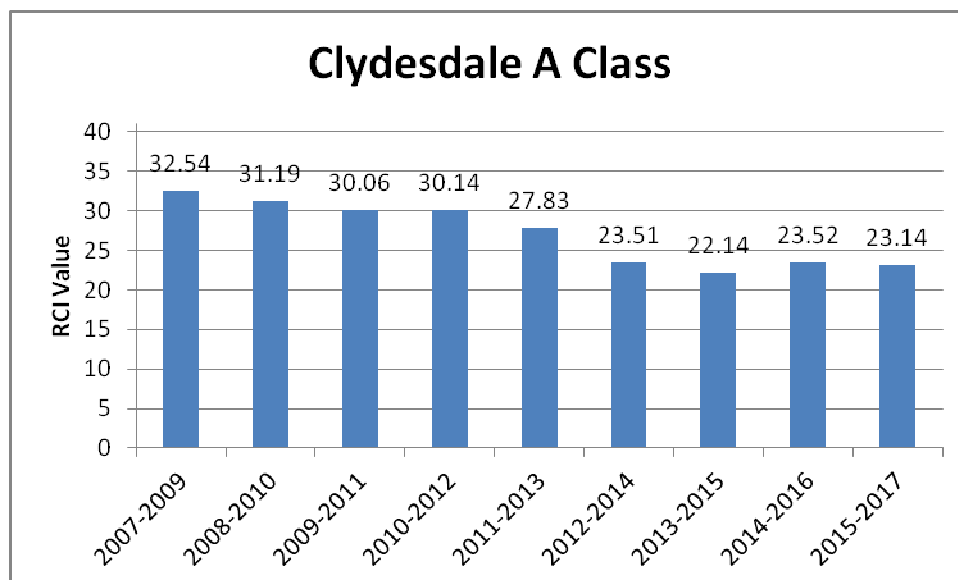
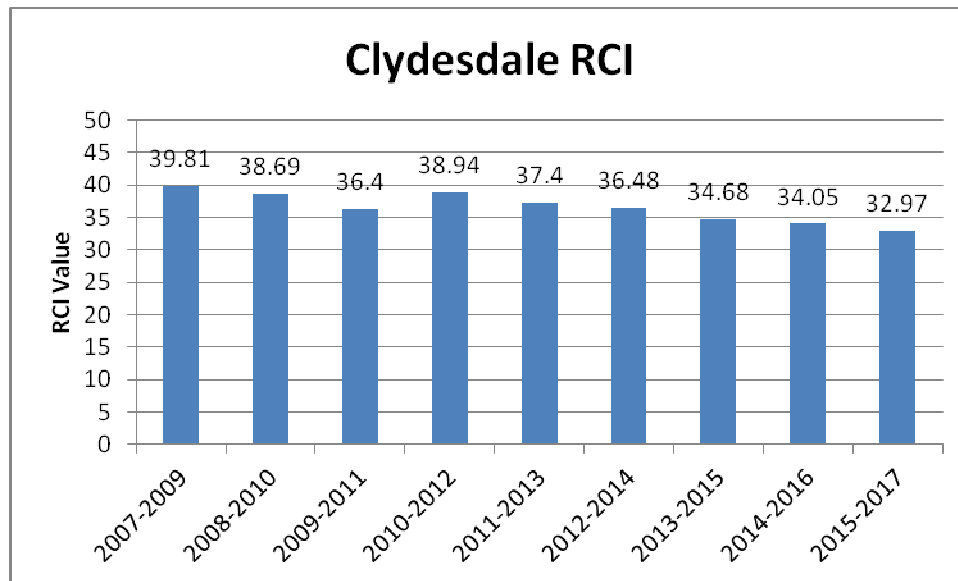
### Roads Investment Schemes – Clydesdale Area 2017-2018

<b>Road Investment Schemes Carriageway</b>		
	<b>Costs</b>	<b>Status</b>
A73 Lanark to Braidwood (carriageway patching)	140,000	Programmed
B7018 Lesmahagow Road	75,000	Programmed
C205 Lawhill Road, Patching	40,000	Programmed
Bridgend View and Old Bridgend Carriageway	150,000	Programmed
Hailstone Green and Kirk Green Carriageway	205,000	In Progress
Howacre, Cartland View, Nemphlat, Lanark	325,000	Complete
Wellwood	100,000	Programmed
Kingshill View carriageway	61,000	Programmed
Beech Grove/Ashfield Road, Law	110,000	Programmed
Carluke Unitas and Glenburn Crescent	125,000	Programmed
B7086 Kirkmuirhill (Vere Road to Bent PS)	230,000	In Progress
B740 Crawfordjohn ( Whitecleuch to Netherhill) (m)	317,000	Complete
B797 Leadhills Road (C16 Jct to Broadlaw kennels )	293,000	Complete
C14 Brackenridge Road to Deadwaters (B7086 to Kypeside)	143,000	In Progress
C10 KFB to Corehouse	131,000	Programmed
A70 Lang Whang	410,000	Complete
A73 Castledykes	165,000	Programmed
A70 Main Street, Carnwath	220,000	Complete
A72 Biggar Road, Symington	216,000	Programmed
Cadgers Br Parking area, Biggar	15,000	Programmed
Kirkstyle Car Park	35,000	Programmed
B7016 Kirkstyle, Biggar	65,000	Programmed
Shieldhill Road, Quothquan	85,000	Programmed
Wilton Road, Carluke	23,000	Programmed
Carlisle Road, K'hill, Treefield to Lanark Road	84,000	Complete
Carstairs Road, Carstairs Jct	40,500	Programmed
A721 Elsrickle	26,500	Complete
Carriageway Patching	90,000	Complete
<b>Overall Carriageway Capital</b>	<b>£3,920,000</b>	

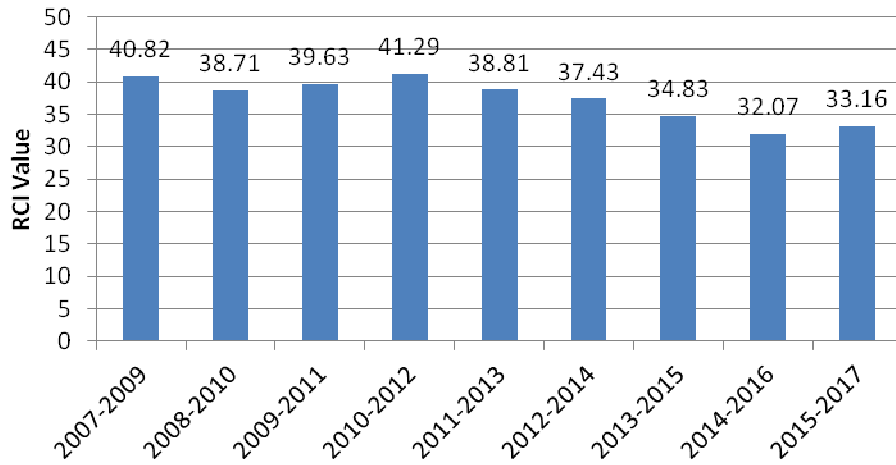
<b>Revenue Investment</b>		
<b>Carriageways</b>	<b>Costs</b>	<b>Status</b>
A70 Ayr Road Garage to cemetery, Douglas (Windfarm Income)	267,000	In Progress
A70 Weston to Jeanfield, Glespin	130,000	Programmed
A72 Kirkfieldbank Brae Drainage	95,000	Programmed
North Avenue and Orion Way Carriageway, Carluke	43,000	Programmed
Merlindale, Forth	67,000	Programmed
West Faulds Road, Caldwellside	48,000	Programmed
Young Road, Caldwellside	35,000	Programmed
Potters Wynd, Lanark	41,000	Programmed
B740 Crawfordjohn (Bagray to Blairhill)	176,000	Programmed
Beechmount Avenue, Coalburn	31,000	Complete
Midfield Road, Coalburn	38,000	Complete
Bloomfield Street, Rigside	29,000	Complete
Douglasdale Street, Rigside	17,000	Complete
Mount Stewart Street, Rigside	38,000	Complete
Howgate Road, Roberton	70,000	Complete
Murray Terrace, Carnwath	60,000	Complete
C26 Warrenhill, Carmichael	82,000	Complete
C37 Overlay Polkelly to Greenfield Fm	39,600	Programmed
<b>Total Revenue Carriageways</b>	<b>£1,306,600</b>	
<b>Footways</b>		
North Avenue and Orion Way, Carluke	50,000	Programmed
Beechmount Avenue, Coalburn	28,000	Complete
Midfield Road, Coalburn	28,000	Complete
Bloomfield Street, Rigside	38,000	Complete
Murray Terrace, Carnwath	26,000	Programmed
<b>Total Revenue Footways</b>	<b>£170,000</b>	
<b>Sub Total</b>	<b>£1,476,600</b>	
Surface Dressing Programme (10 sites)	£533,175	Completed
Retread Programme (6 sites)	£268,855	Completed
<b>Revenue Total (Including wind farm)</b>	<b>£2,278,630</b>	

## Appendix 2

### Road Condition Index 2009-2017



### Clydesdale C Class



### Clydesdale Unclassified

