

network. This means that over £100m would need to be invested to bring the road network up to an A1 standard. Most councils are in a very similar position. Clearly in the current financial climate we are not going to see the level of investment required to bring the road network up to an A1

Bridge Inspections and Capital Works

- 3.9 The Infrastructure Design team continue to carry out bridge inspections to all approx 900 structures on a rolling programme across Argyll and Bute to ensure they are safe and fit for purpose. This inspection regime identifies necessary remedial works which are programmed for delivery.
- 3.10 The team were also successful in a highly competitive bidding process for the Scottish Government's £32m Local Bridge Maintenance Fund, receiving a funding award of £5.5m. We are currently in the process of putting a capital programme in place to utilise this welcome funding. The fund will be used to undertake proportionate works on bridges in need of repair, identified through our inspection programme/records.

Bute sea wall

- 3.11 Following an allocation in the recent budget process of £1m, good progress is being made and a detailed design process is underway for a permanent repair to the damaged sea wall on in Rothesay. We are performing a number of surveys at the moment which will inform the design work. Various permissions and consents are also being obtained to carry out the permanent repairs. These permissions were not needed for the temporary emergency repairs that were carried out to save the road, utility services and land beyond the road corridor. The temporary works continue to work well and are being regularly monitored. It is too early to say what the timescales for the permanent works will be.

Rothesay outer Harbour berthing facility project

- 3.12 We have received an updated plan from the contractor and are in the process of having their revised designs solution appraised by an external marine engineering specialist.
- 3.13 All the necessary consents such as Marine Licences are now in place and, once a design is agreed and accepted, works can progress.
- 3.14 Progress on this scheme will continue to be provided in regular briefings to Members and key stakeholders.

Rothesay Victoriana Public Convenience

- 3.15 Following the natural conclusion of the partnership with Bute Victoriana, this public convenience is now operated directly by the Council, and is open and available for use.
- 3.16 This order has been in place since the beginning of March, Unfortunately there was a delay in arranging the road markings, but these were completed on 22nd March. Seven fines were issued in the early stages of the new Order being in place but none recently – the No Waiting restriction appears to be working well.

As with any new traffic management scheme, we will monitor its effectiveness and then look to formally review it after it has had a reasonable period to bed in, which is likely to be around a year.

4.0 CONCLUSION

4.1 This report provides a general update to local members on recent Roads and Infrastructure activities.

5.0 IMPLICATIONS

5.1 Policy – various policies referred to within the body of the report

5.2 Financial – none

5.3 Legal – the Council has various statutory obligations, which are the responsibility of RIS and set out in various Acts, such as the Roads Scotland Act 1984. The services provided are in line with our statutory obligations

5.4 HR – none known

5.5 Fairer Scotland Duty:

5.5.1 Equalities - protected characteristics – none known

5.5.2 Socio-economic Duty – none known

5.5.3 Islands – none known

5.6 Climate Change – none

5.7 Risk – none known

5.8 Customer Service - none

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