

ANGUS COUNCIL

ROADS COMMITTEE

17 OCTOBER 2002

ANGUS COUNCIL ROAD STANDARDS
TYPE C AND TYPE D CARRIAGEWAY CONSTRUCTION

REPORT BY THE DIRECTOR OF ROADS.

ABSTRACT

This report deals with proposal to amend the current Road Standards document in relation to roadbase specification for carriageway construction.

1 RECOMMENDATION

It is recommended that the Committee agree to an amendment to the Angus Council Roads Standards document to prohibit the use of unbound crushed stone materials for carriageway roadbase construction in roads for adoption.

2 DETAILS

The Roads Committee has previously agreed to the appointment of a Consultant to assist the Director of Roads in the preparation of a new Roads Standards document. (Report 734/02 – Roads Committee of 13 June 2002).

The preparation of the new document will however take some time to complete and it is considered necessary to make a minor change to the document in advance of the full-scale review.

The current Road Standards permit two different types of roadbase material:-

- a) dense bitumen macadam (D.B.M.);
- b) dry stone (crusher run).

Other types of roadbase construction contained in the current national Design Manual for Road and Bridgeworks can also be considered but must be approved by the Director of Roads prior to use.

At present the majority of roads granted Construction Consent by Angus Council involve the use of Type C or Type D carriageway construction which allow the use of a crusher run roadbase.

The performance of this material depends heavily on the satisfactory compaction of the dry-stone and the filling of voids with crusher dust. Careful supervision is

essential to ensure this is being carried out correctly and this requires a great deal of Council staff time for attendance on site. It has proved difficult to provide the necessary level of supervision due to the number of sites under development at any one time and the stop-start way in which the road works on these sites is often carried out.

Defects in the bituminous construction material due to poor compaction are easier to detect after the material is laid and can therefore be picked up by inspection if the work has been carried out unsupervised.

The variability of D.B.M. is lower than crusher run and the shear strengths of a D.B.M. are higher, producing a stronger, better quality road construction. It is therefore proposed to remove the option of crusher run roadbase from the Angus Council Road Standards.

Developers who are already in possession of the current Road Standards document will be informed of this change.

An addendum will be attached to any further issues of the document pending publication of the new version.

3 FINANCIAL IMPLICATIONS

There are no direct financial implications to the Council arising from this report. The marginal increase in cost to developers arising from the withdrawal of approval of crusher run will presumably be passed on to owners/occupiers of the development (e.g. house buyers) but the restriction to the better standard of roadbase should result in reduced whole life maintenance costs for the Council in the future.

4 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

5 PROPERTY IMPLICATIONS

There are no property implications arising from this report.

6 CONSULTATION

The Chief Executive, the Director of Law and Administration and the Director of Finance and the Director of Planning and Transport have been consulted in the preparation of this report.

7 **CONCLUSION**

The use of D.B.M. as the only approved roadbase material will make the monitoring of the roadbase construction more manageable and will provide better quality new roads with reduced long term maintenance costs to the Council in future for adoptable road construction.

R W McNeil
DIRECTOR OF ROADS

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No734/02 Road Standards Document - Roads Committee 13 June 2002.

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REPORTS/road.standard