

## REPORT TO INFRASTRUCTURE SERVICES COMMITTEE – 8 JUNE 2022

### CAPITAL PROPOSALS FOR ROADS

#### 1 Executive Summary/Recommendations

1.1 This report deals with how the method for identifying roads related capital works schemes can be improved. It seeks to highlight where data can be used to identify schemes, and how these schemes can be prioritised. Finally, this report proposes a more flexible and responsive method for engaging with Elected Members on what works are committed for delivery.

#### 1.2 The Committee is recommended to:

1.2.1 **Agree that data driven processes should be developed for producing and prioritising roads related capital works programmes;**

1.2.2 **Agree that the Service moves to a live and transparent method of scheme identification and prioritisation to replace annual works programmes reporting;**

1.2.3 **Agree that road asset maintenance should be considered across Aberdeenshire as a whole; and**

1.2.4 **Agree the proposed programmes of roads related capital works for 2022-23 as per Appendix 2.**

#### 2 Decision Making Route

2.1 Infrastructure Services Committee on [4 October 2012](#) (Item 10), agreed to formally adopt the Aberdeenshire Road Asset Management Plan (RAMP). This Plan has been subject to a number of updates and since 2018 it forms part of an annual report that contains the Roads Status and Options Report. This was last reported on [25 November 2021](#) (Item 15). The RAMP and Status and Options Report give high level information on: the cost of road maintenance, the condition of the road asset, and the implications of future funding levels. This information informs the budget setting process.

2.2 Between 29 March 2022 and 26 April 2022, the Service reported to each of the six Area Committees with details of the proposed 2022-2023 works programmes. In accordance with the Council's Scheme of Governance, the Roads Service sought: agreement from each Area Committee for the proposals as they relate to Revenue spending in the relevant Area; and any comments to this Committee on Capital spending proposals. These comments and the Service response are included as **Appendix 1**. This Committee has the authority to decide on resource matters (within agreed budgets) that are not reserved or delegated to any other Committee, as they apply to the Roads function.

### **3 Discussion**

#### **3.1 Capital Funding**

- 3.1.1 The Capital budget lines that relate to road condition are: Road Resurfacing and Surface Dressing (£11.75M), Bridges & Structures (£4.167M), Drainage (£1.50M) and Street Lighting (£0.8M).
- 3.1.2 Other roads related Capital budget lines are: Cycling & Walking, Safety Initiatives, Harbours, Coast & Flooding, and Public Transport. Schemes funded from these budgets do not relate to road asset condition.
- 3.1.3 The establishment of Infrastructure Funds (IF) 1 & 2 has introduced additional budget lines within the Council's Capital Plan. These funds are aimed at improving the condition of the roads assets. The works resulting from IF 1 & 2 funding will supplement those delivered from the budget lines detailed in para 3.1.1, with the additional specific allocation for footway improvement works.
- 3.1.4 The year to year profiling of the IF 1 & 2 funds, and indeed the Capital Roads Resurfacing and Surface Dressing budget line, requires an element of flexibility. Recent international events have had a direct impact on materials costs for road maintenance work. In particular, bitumen and fuel price increases have resulted in the overall cost of road schemes increasing. The Service prioritises best value when planning and managing the programme of maintenance work. Striking a balance between carrying out maintenance to protect the value of the asset on one hand, and spending budget whilst materials costs are higher than normal on the other, is something that is regularly considered by the Service.

#### **3.2 Capital Programme Approval**

- 3.2.1 The Service currently develops programmes of work using a variety of factors (discussed in more detail below). Annual programmes of work are developed and the Capital funded schemes are included in an annual report to each Area Committee, usually in March or early April.
- 3.2.2 This approach has some drawbacks:
1. There is often insufficient time between completion of the Council budget setting process and the submission of the annual works programme reports.
  2. The fixed nature of an approved annual programme of works makes it difficult for the Service to be reactive to events and any impacts on road condition (e.g. storms, flooding). It also makes it difficult to adapt the proposed delivery of schemes in response to a changing financial or resource position (e.g. additional or reduced budgets, partner funding, price increases, staff or contractor availability).
  3. The inclusion of Capital funded works in programmes of work presented to Area Committee can lead to confusion in the application of the Scheme of Governance. Area Committees have delegated authority to prioritise Revenue expenditure in their area, and may comment and make recommendations to this Committee on Capital projects. Wording of the

Area work programme reports in recent years has sought to clarify this distinction, but some uncertainty persists for Officers when Area Committees make comment about the programme in general.

- 3.2.3 It is proposed to develop a methodology of work programme production that utilises all the available relevant data sets. A more transparent, data driven process will give clarity to Members, and to residents on which schemes are in process for delivery and what comparative priority each scheme has.
- 3.2.4 Such a list of prioritised schemes will be a “live” document. Scheme priority would change when new data became available (e.g. the results of a condition survey). The list could be made open to Members for viewing at any time or reported on an agreed frequency. Its use as a source of up to date information to residents will be beneficial in improving our communications with the public.
- 3.2.5 This proposed process relies on both an agreed strategy for asset maintenance and an agreed use of the available data.

### 3.3 Roads Programme Production – Current Process

- 3.3.1 Bridges & Structures:- reference is made to the Bridges Decade Investment Plan report approved by this Committee on [25 November 2021](#) (Item 14) where a strategy and process for prioritising bridge replacement and improvement was approved. This process follows the sound principles of risk management, prioritisation by need and considering the bridges asset as a whole across the whole of Aberdeenshire. The process is functioning well and changes to Bridge & Structures programme production do not form part of this report.
- 3.3.2 Carriageways:- the road network is the Council’s most valuable asset by some margin. Maintaining that asset is a major function of the Service. As mentioned, the RAMP and Status & Options report sets out the principles behind prudent road maintenance and investment. This report will not reproduce the contents of the RAMP or Status & Options report here; but two key points to highlight are:
  - 1. preventative maintenance is preferable to reactive repairs;
  - 2. the current strategy is to maintain an Area’s network in its “steady state” condition.
- 3.3.3 Since the inception of the RAMP these two principles have meant that the Roads Resurfacing and Surface Dressing budget has been allocated to mostly surface dressing works, which is the most cost effective method of slowing the deterioration of a road. The budget split across Areas has been with the focus on road condition in each area.
- 3.3.4 These principles have served Aberdeenshire well. Our road condition consistently ranks in the top four and we are frequently the best performing mainland authority in Scotland. Adoption of the national SCOTS Roads Asset Management Project Carriageway Cost Projection Tool has allowed us to

implement a consistent data driven process for identifying maintenance work at a network level.

- 3.3.5 Road condition is measured independently using specialised vehicle mounted measurement equipment. This is done as part of the Scottish Roads Condition Survey (SRMCS). The results give a red, amber, green status for each section of road in each of the A,B,C and unclassified road classifications. It is the SRMCS results that drive our Capital budget allocation process and thereafter the identification of schemes.
- 3.3.6 Our “steady state” approach seeks to prevent any section of road from slipping from green into amber, or from amber into red; and the Capital budget allocation and programmes of work focus on achieving that. However, the road sections categorised as red cannot be ignored, and whilst the aim over the last 10 years has been to utilise Capital funding to extend the serviceable life of sections of road and maintain network steady state, some of these red sections of road have had to have major reconstruction and/or resurfacing work carried out because of their deteriorating condition. This unavoidable approach “diverts” funding from preventative works to road surface replacement works and “promotes” such a road from the red classification to the green. Deciding which red classification roads have to progress has been at the judgement of the local Roads Engineer.

#### 3.4 Roads Programme Production – Proposed Process

- 3.4.1 The creation of the Infrastructure Funds affords the Service the opportunity to review its strategy for preventative road maintenance. Notwithstanding the fact that there are issues surrounding price increases and consequent best value, the capacity of in house provision, contractor availability, storm and winter impacts etc. it is important that there is clarity on the aims of the Service and its processes in relation to planning road maintenance.
- 3.4.2 For clarity, the planning of road maintenance is linked, but separate to, defect repairs (or pothole repairs). Reactive pothole repairs are intended to address safety defects and do not significantly contribute to the extension of the asset life. They are an important, daily function of the Service and form a large portion of the Service’s Revenue budget funded activity; but in terms of strategic investment, they do not form part of this report.
- 3.4.3 It is proposed that management of the road condition takes its starting point as looking at the road network across the whole of Aberdeenshire. Such an approach would, through time, see a more consistent level of road condition across the whole of the Shire.
- 3.4.4 For maintenance purposes the Service adopts the Well Managed Highways Code of Practice. This means that roads are given a maintenance classification which is independent of the A, B, C and Unclassified national classifications. A maintenance classification allows Councils to reflect local factors that might influence the “importance” of that road locally and therefore justify a more

appropriate level of maintenance. It is proposed that road maintenance programme planning moves to using maintenance hierarchy classifications.

- 3.4.5 It is proposed that the SRMCS results remain the main tool for identifying potential road maintenance schemes. However the following additional factors will be brought in to the prioritisation calculation:
1. Skid resistance survey results: The Sideway-force Coefficient Routine Investigation Machine (SCRIM) produces road network information on how much “grip” a section of road has. This is an important factor, particularly on higher speed roads at bends, and should be an influencing factor in bringing forward maintenance work.
  2. Defect History: All road defects are recorded in the asset maintenance system Confirm. Its primary use is to assess defect risk and manage the repair process. It is proposed to extract defect history information from Confirm to help identify sites with an increased reactive repair demand. These can then be prioritised for future major maintenance work.
  3. Detailed Visual Inspection (DVI): The role that experienced Road Engineers currently play should not be underestimated. The professional opinion of Engineers on the structural integrity of a section of road or the identification of underlying contributory problems is important. It is proposed to introduce methods that standardise both the recording of these assessments and how these assessment results influence the prioritisation of schemes.
  4. Use of the Town Centre First Principle: At present, maintenance of the road network is considered purely on an engineering needs basis, with the aim of maintaining the condition and value of the asset. It is proposed that the Council’s Town Centre First policy is reflected by influencing the priority of a potential road maintenance scheme on those sections of road encompassed by that policy. Enhanced prioritisation of carriageway and footways in town centres addresses a consistent issue identified in the [Town Centres Health Check Report 2022](#)
  5. Area Committee Input: The Service recognises the need to have a sound asset management plan, with clear engineering principles underpinning the decision making process for bringing forward maintenance works. However, Local Members do have a valuable insight into their communities and can highlight issues of importance of which the Service may be unaware. Reference was made earlier to the road network being split into a maintenance hierarchy. It is proposed that a process is developed whereby Members can identify roads, or sections of road, that should be considered for elevation into a higher maintenance category. This process will need to be robust and based on underpinning principles such as: changes to traffic volumes, critical access to amenities, economic benefit etc. The Code of Practice encourages this approach and recommends the hierarchy should be dynamic and reflect changing local circumstances. Roads Officers do review the road network maintenance hierarchy periodically, but this proposal would introduce an robust avenue for Member input.

- 3.4.6 With regard to road maintenance investment strategy, the RAMP will continue to be the primary document. Any updates to it will be reported annually along with the Status and Options Report. In broad terms though, the funding strategy for the medium term future will be that:
1. The first priority for road maintenance will continue to be preventative maintenance (mostly surface dressing) to prevent roads moving down a condition category. The independently calculated budget requirement to maintain “steady state” across the network is £13.25M, which compares with the Capital Plan annual sum of £11.75M.
  2. Thereafter any available budget will be targeted to major structural improvement works (road reconstruction and resurfacing). The Infrastructure Funds will be the main funding source for both any surface dressing shortfall and these improvement works. Scheme selection for improvements will use the factors identified in 4.4.5 above and is likely to result in a broadly “worst first” approach.

### 3.5 Drainage Programme Production

- 3.5.1 The production of the Capital Budget funded drainage programme differs considerably from the outlined approach for carriageways. At present a detailed inventory of road drainage infrastructure does not exist. Creating such an inventory is a long term project whereby asset information is gathered as improvement schemes are delivered.
- 3.5.2 For clarity, this programme relates only to road drainage and does not relate to the general Flooding and Coast Protection work led by other Service colleagues.
- 3.5.3 It is proposed to continue the current method for identifying drainage schemes whereby major drainage schemes are identified on a reactive basis to address known problem locations. Low capacity drainage networks are the most common issue contributing to road drainage failures. The Service considers road user risk and potential detriment to the road structure when identifying schemes to take forward.
- 3.5.4 At present, the Capital Road Drainage budget is distributed across Areas based on road network length. The one change to the current process would be to consider the road drainage network across Aberdeenshire as a whole and prioritise works on a needs basis.

### 3.6 Street Lighting Programme Production

- 3.6.1 The past five years have seen a dramatic change in focus for the Service’s Capital Street Lighting programme. The switch over from sodium to LED street lighting has been a major project which should be substantially complete by the end of 2022-23. That project has resulted in dramatic reductions in energy usage and has already delivered a net saving to the Council.

- 3.6.2 With the completion of the LED switch over, the focus of the Service will move to a column and cabling renewal programme. The street lighting inventory is a detailed one and development of such a programme will be based on data within the inventory; primarily column age and column material (removing aging steel columns is a Service priority). All street lighting defects are recorded in the Confirm system and again, it is proposed to use the defect history to assist in identifying and prioritising lighting improvements.
- 3.6.3 Street Lighting works have for a long time been considered on an Aberdeenshire-wide basis (for example the LED switch over began in outlying areas first to minimise travel for maintenance repairs). It is proposed that future programme development continues this Shire-wide approach.
- 3.7 Footway Programme Production
- 3.7.1 The creation of the Infrastructure Funds has included specific provision for footway improvements. This is the first time that provision has been made for footway improvements – prior to this, all footway works were Revenue funded maintenance type work. Minor footway defect repairs will continue to be carried out under Revenue maintenance (analogous to pothole repairs), but the Infrastructure Funds will allow a more substantial footway improvement programme to be delivered.
- 3.7.2 The Service carries out a visual inspection of footway condition every three years. This condition survey categorises footway sections into bands 1 to 4 (good to poor).
- 3.7.3 In the same way that carriageway sections are attributed a maintenance hierarchy, the same process is followed for footways. It is proposed that a matrix of hierarchy vs condition is developed to prioritise footway improvement schemes. Again, the Town Centre First Principle will be introduced to influence the priority of a potential footway scheme; and it is proposed to develop a mechanism for Member input which gives an opportunity to review the maintenance category of any section of footway.
- 3.8 It is hoped that development, refinement and agreement of the scheme selection process across the carriageways, drainage, street lighting and footways asset groups will enable the Service to provide better information to Members and residents. Ultimately live and responsive priority lists of potential schemes will be available at any time. It will show which schemes are prioritised for delivery on what timescale. Such an approach would remove the need for an annual report at the start of the financial year and eliminate the drawbacks that the annual cycle presents.
- 3.9 Work is already underway within the Service to improve the information going back to Members and residents regarding progress and completion of schemes.

3.10 The aim of the Service is to provide accurate information to stakeholders backed up by a robust data driven process. It should be apparent to anyone with an interest in the Service's activities:

- 1 What schemes are priorities for delivery.
- 2 What factors determine why a scheme is prioritised.
- 3 When a scheme is likely to be delivered.
- 4 When a scheme has been delivered.

3.11 Developing the scheme prioritisation tools will take some time, and it is proposed to report back to this Committee with the details of these tools as they are developed. For the current financial year, the Roads related programmes have been developed using the existing processes, and the resultant lists of proposed schemes are included in **Appendix 2**.

#### 4 Council Priorities, Implications and Risk

4.1 This report helps deliver the Strategic Priority "Economy & Enterprise" within the Pillar "Our Economy" and the principle which underpins this priority of "responsible finances". It also helps deliver the Council Priority within the pillar "Our Environment" and the principle which underpins this priority of "climate and sustainability".

4.2 This report helps deliver on the Roads Asset Management Plan (RAMP).

4.3 The table below shows whether risks and implications apply if the recommendations are agreed.

Subject	Yes	No	N/A
Financial	X		
Staffing		X	
Equalities and Fairer Duty Scotland		X	
Children and Young People's Rights and Wellbeing		X	
Climate Change and Sustainability		X	
Health and Wellbeing		X	
Town Centre First	X		

4.4 The following Capital budget lines have been used in the production of the works programmes per Appendix 2 to this report:

- Roads Resurfacing/Reconstruction: £11,750,000
- Drainage: £1,500,000
- Street Lighting: £800,000
- Infrastructure Fund 2: £3,817,000 (Backlog Roads)
- Infrastructure Fund 2: £1,155,000 (Backlog Footways)



4.5 An Integrated Impact Assessment has been carried out as part of the development of the proposals set out above. It is included as **Appendix 3** and there is a positive impact as follows:

- Town centre assets: Higher priority will be given to carriageway and footway maintenance in the identified town centres.

4.6 The following Risks have been identified as relevant to this matter on a Corporate Level:

ACORP001, Budget pressures

Failure to carry out the proposed works would expose the Council to a higher risk of increased financial liability from claims on accidents and incidents on Council infrastructure due to lack of maintenance.

ACORP006, Reputation management (including social media)

Failure to carry out the proposed works would expose the Council to damaged reputation nationally and also across all social media platforms for failure to maintain assets to the required standard.

ACORP009, Operational risk management (including health & safety)

Failure to carry out the proposed works would expose the Council to a higher risk regarding the health and safety of network users on Council assets.

4.7 The following Risks have been identified as relevant to this matter on a Strategic Level:

ISSR001 Active Travel

Failure to carry out the proposed works would expose the Council to a higher risk of not meeting its Active Travel aspirations; namely: maintaining an effective road network and supporting non-motorised travel.

ISSR002 Regeneration

Failure to carry out the proposed works would expose the Council to a higher risk of not meeting its regeneration aspirations in Banff/Macduff, Fraserburgh and Peterhead; namely ensuring effective travel links through maintenance of the road infrastructure.

ISSR004 Climate Change

Failure to carry out the proposed works would expose the Council to a higher risk of not meeting its climate change aspirations; namely: a reduction in CO2 emissions through energy efficiency and energy conservation via the introduction of LED street lighting.

## **5 Scheme of Governance**

5.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

5.2 The Committee is able to consider and take a decision on this item in terms of Section F.1.1 d of the [List of Committee Powers in Part 2A](#) of the Scheme of Governance as it is a policy and resource matter relating to Roads functions..

**Alan Wood**  
**Director of Environment & Infrastructure Services**

Report prepared by Bill Lennox Roads Quality & Resources Manager  
Date 26 May 2022

**List of Appendices –**

Appendix 1 – Comments to ISC from Area Committees  
Appendix 2 – 2022-23 Programmes of Work (Capital)  
Appendix 3 – Integrated Impact Assessment

Area Committee	Comment	Relevant to this report	Service Response
<b>Banff &amp; Buchan</b>	1. Welcome plans to consider historic Banff Bridge works in terms of climate change and in context of works regarding foundation etc investigation; welcome confirmation staff capacity to work on “ready to implement” projects should funding become available;	N	Noted
	2. Details on project slippage for 21-22 to be reported to Members; Consider adult equipment in terms of play equipment replacement and upgrading;	Y	Noted. Proposals contained within this report will address timeous information on scheme progress
	3. Removal of play equipment (H&S grounds) to be advised to local Members and residents;	N	Noted – Landscape Teams to action.
	4. Outcome of annual safety checks of play equipment to be shared with Members;	N	Noted – Landscape Teams to action (Revenue budget)
	5. Officers to confirm sums allocated for tree clearing are sufficient;	N	Noted – Landscape Teams to action (Revenue budget)
	6. Consider addition of dredging of Portsoy Harbour on future opportunity options;	N	Noted – Harbours Team to consider
	7. Information to be provided on possible speed bumps at Banff Links Car park;	N	Noted – Roads Team to action

	<p>Consideration be given to the Stacking Lane proposals at Ladysbridge;and Stress importance of involving area team in plans – for coordination of work and to allow consideration of other available funding.</p>		
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<p>Buchan</p>	<p>1. In relation to potholes in particular but also other Roads issues such as pavements, kerbsides (i) there is still a need to communicate more effectively with local Members as to when works are being implemented, and the public so that they understand the Council’s procedure for dealing with potholes and the prioritisation that is given to different types of roads, this should also include notification of road closures and that social media be more widely used; this is particularly pertinent to the imminent patching programme that is about to start throughout Aberdeenshire and that timescales and a programme be made available to the public, and (ii) to request that a review of the criteria for the repairing of potholes be undertaken at the earliest opportunity,</p> <p>2. to note with concern the commitment that the Scottish Government made to upgrade every Playpark in Scotland but that there is no indication given as to the amount of money that has been allocated to Aberdeenshire to do that,</p>	<p>Y</p> <p>N</p>	<p>Noted. Work will be undertaken to improve the information available to the public on our defect assessment process and the timing of repair works.</p> <p>Comments relating to the policy and procedures for assessing and rectifying road defects are outwith the remit of this report.</p> <p>Noted</p>
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	<p>and how much will be apportioned to Buchan, and</p> <p>3. that there is a pressing need for a Cemetery in Mintlaw, now being the largest village in Aberdeenshire, which is outgrowing its status as a village, and</p> <p>4. to make the following comments – (a) to note that the Roads Service is again liaising with the HT at Clerkhill School in relation to the design of the proposed ‘Layby at Cairntrodlie’, and that Officers will keep local Members apprised of what is happening, (b) to note that the ‘West Road Traffic Island’ is now completed, (c) in relation to ‘Turving of Shrub Beds’ to request that Officers notify Members as to which areas and when they are to be done, (d) to request that Officers advise local Members as to when the appointed Contractor will be on-site at Riverside Playpark, (e) to welcome the inclusion of the two proposed pedestrian crossings within Mintlaw, and to make a plea for these to be in-situ this Summer and before the schools go back in August, (f) to note disappointment that the proposed Playparks for New Pitsligo and Strichen are back on the reserve list, and (g) to highlight ongoing issues at Landale Gardens and to request that Officers assist the volunteers to the best of their ability.</p>	<p>N</p> <p>N</p>	<p>Noted – This will be considered as part of Landscape’s Burials Ground Strategy Review</p> <p>Noted</p>
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<b>Formartine</b>	1.	Officers to provide information on: road markings at Whitecairns; and costs of reducing blue LCDs (impact on insects); and	N	Noted. Roads Team to action
	2.	Note updates on flood management plans, Participatory Budget Pilot, and roll out of 20mph across Aberdeenshire in 2025.	N	Noted

<b>Garioch</b>	1.	stress the importance to engage with communities in order to understand the projects that they are looking to progress;	Y	Noted. Proposals contained within this report will address timeous information on scheme progress
	2.	would be beneficial to have a communications plan;	N	Noted
	3.	Individual plans for settlements showing when things are happening would be beneficial;	Y	Noted. The Service is at the early stages of developing a map-based system that shows planned maintenance work. This would be available to Members and residents.
	4.	would like to see the Kirkton of Skene to Westhill path progressed (2 separate issues to be resolved flooding and safety);	Y	Noted
	5.	previous year spend would be beneficial in future reports so that comparisons can be made;	Y	Noted. The Proposals contained within this report would move the focus from area to area and year to year comparison of budget provision to a more holistic approach. Consideration will be given to the best way of making summary financial information available to Members.

	6. feedback on how framework contracts are progressing would be welcomed; and	N	Noted
	7. request that ISC take action to address waste on roadside verges.	N	Noted and referred to Environment & Sustainability
<b>Kinc &amp; Mearns</b>	1. Further information on the remaining AWPR funding received from Scottish Government and future spends, and	N	Roads Team to action
	2. Further information on works at the access road at Banchory/Devenick Cemetery, on the reserve list.	N	Roads Team to action
<b>Marr</b>	1. Welcomed the inclusion of particular schemes including Burnside Road Tarland Rock Armour repairs; Tarland Road culvert; Aboyne pedestrian crossing; Banchory resurfacing works; Torphins Medical Practice pavement ; Crathie School access arrangements.	Y	Noted
	2. Requested further information in relation to a crossing outside Banchory Primary School.	N	Roads Team to action
	3. Noted a planned review of speed limits in the next financial year.	N	Noted

	<p>4. Highlighted issues on the North Deeside Road between Banchory and Aberdeen.</p>	<p>N</p>	<p>Noted</p>
	<p>5. Requested further consideration in relation to (i) headstone maintenance</p>	<p>N</p>	<p>Noted</p>
	<p>(ii) accelerating landscaping work at the Gordon Highlanders memorial in Banchory.</p>	<p>N</p>	<p>Noted</p>
	<p>(iii) accelerating repairs at Torphins Cemetery.</p>	<p>N</p>	<p>Noted</p>
	<p>(iv) an improved system /messaging for trying to report issues on roads outwith Council ownership.</p>	<p>N</p>	<p>Noted</p>
	<p>(v) inclusion of benches opposite Banchory Town Hall in street furniture repair works.</p>	<p>N</p>	<p>Noted</p>



**ABERDEENSHIRE COUNCIL**

**ENVIRONMENT & INFRASTRUCTURE SERVICES**

**ROADS AND INFRASTRUCTURE**

**Appendix 2**

**ROAD MAINTENANCE  
PROGRAMME (RMP)**

**2022 - 2023**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b>Banff &amp; Buchan Resurfacing Works</b>						
A98	Seafield Street/Castle Street Junction	Resurface in Asphalt	01	80	850	£ 51,000
Fraserburgh	Strichen Road - Buchan Rd to Trunk Road A90 (Phase 1)	Resurface in Asphalt	03	400	2,800	£ 72,250
Fraserburgh	Bath Street	Resurface in Asphalt	03	160	1,250	£ 75,000
A947	Bends at Dounepark	South bound lane re-construction	02	215	430	£ 53,750
Fraserburgh	Shore Street - from Kirk Brae to Frithside Street	Carriageway re-construction	03	130	2,200	£ 149,000
		Total		985	7,530	£ 401,000
<b>Buchan Resurfacing Works</b>						
A950	Longside Road, Mintlaw	HRA Inlay	4	75	520	£ 30,000
A952	Toll of Birness junctions	HRA Surfacing	4	246	1,400	£ 40,000
A975	A90 Junction (Longhaven)	HRA Inlay	6	40	470	£ 20,000
B9030	Old Deer (A950 to F&B Bridge)	HRA Overlay	4	135	1,260	£ 34,000
C103B	Bank Road, Maud	Bitmac Inlay	4	220	1,700	£ 55,000
U190B	Cairncatto Road & Rattray Road, Peterhead	Bitmac Inlay	5	380	1,900	£ 45,000
U190B	Burns Road, Peterhead	Bitmac Inlay	5	380	1,900	£ 20,000
		Total		1,476	9,150	£ 244,000
<b>Buchan Road Strengthening</b>						
A952	Cairnchina - Embankment Strengthening	Road Strengthening	4	500	2,000	£ 138,000
B9170	C125 and C121B Junction Improvement	Road Strengthening	4	N/A	240	£ 50,000
		Total		500	2,240	£ 188,000
<b>Formartine Resurfacing Works</b>						
A947	C50S to C118S	Edge Reconstruction	7	1,000	1,800	£ 95,400
A947	U74C Bethelnie to U75C	Edge Reconstruction	8	1,100	2,400	£ 103,200
A947	Inverythan to Camaloun	Edge Reconstruction	7	1,200	2,500	£ 125,000
A948	A90 to A920, Ellon Phase 2	HRA Inlay	9	180	1,200	£ 54,000
B9001	Skate Brae, Rothienorman	HRA Inlay	7	160	1,000	£ 55,000
B9005	South Road jnc with Riverside Road, Ellon	Reconstruction	9	60	425	£ 29,750
C22S	Balloch Brae, Turriff	HRA Inlay	7	70	400	£ 22,000
C48S	Roundabout - Main Street, Rothienorman	HRA Inlay	7	60	350	£ 23,100
U132S	B9024 to Turriff Golf Club	Reconstruction	7	230	1,510	£ 83,050
U185C	Pitmedden - Laurel Cottages	HRA Inlay	8	75	375	£ 22,500
U243C	Ellon - Foresters Terrace	Bitmac Inlay	9	65	325	£ 26,000
		Total		4,200	12,285	£ 639,000
<b>Garioch Resurfacing Works</b>						
Inverurie	Victoria Street to Swimming Pool	Resurfacing	11	135	1,100	£ 38,500
Inverurie	Western Road	Resurfacing	11	175	680	£ 23,800
Westhill	Westhill Drive	Resurfacing	13	425	3,700	£ 137,700
B9125	B9119 Junction to Schoolhill Junction	Reconstruction	13	350	1,000	£ 60,000
B9125	Schoolhill Junction to The Birks	Reconstruction	13	600	2,100	£ 128,000
		Total		1,685	8,580	£ 388,000
<b>Kincardine &amp; Mearns Resurfacing Works</b>						
C9K	T-junction at The Cedars (near Jacksons Crane Hire)	Reconstruction with HRA	19	50	255	£ 14,000
Laurencekirk	Gardenston Street	Cold process in-situ recycling	19	200	750	£ 12,000
Newtonhill	Old Mill Road	Reconstruction with HRA	17	100	500	£ 27,500
Portlethen	T-junction at Fern Drive-Bruntland Road	Reconstruction with HRA	17	30	150	£ 8,250
Portlethen	T-junction at Bracken Road-Bruntland Road	Reconstruction with HRA	17	30	150	£ 8,250
Portlethen	Muirend Road - Cookston Road to Asda Roundabout	Reconstruction with HRA	17	340	2,900	£ 159,500
Stonehaven	Bridgefield	Reconstruction with HRA	18	240	2,400	£ 132,000
Stonehaven	Dunnottar Avenue	Resurfacing with HRA	18	300	2,700	£ 148,500
Stonehaven	Allardice Street - Cameron St to Evan St	Resurfacing with HRA	18	80	800	£ 44,000
Stonehaven	Ann Street - Evan St to Cameron St	Resurfacing with Bitmac	18	70	765	£ 23,000
		Total		1,440	11,370	£ 577,000
<b>Marr Resurfacing Works</b>						
<b>Marr North</b>						
U55M	Strathlunach	Cold Process Insitu Recycling	14	875	3,065	£ 45,975
U59M	Asloun	Cold Process Insitu Recycling	14	600	2,160	£ 32,400
U83M	Parkside to Jcn A97 Goryhill	Cold Process Insitu Recycling	15	1,450	4,640	£ 69,600
U97M	Edinglassie	Cold Process Insitu Recycling	15	750	2,670	£ 40,050
C86M	Badenyon to Ballochduie	Cold Process Insitu Recycling	15	1,250	4,100	£ 61,500
<b>Marr South</b>						
A980	Banchory, Raemoir Road at Tillybrake Road	Reconstruction	16	260	1,650	£ 82,500
U11M	Linn of Dee	Cold Process Insitu Recycling	15	738	2,213	£ 32,089
U4M	Aberarder Road	Cold Process Insitu Recycling	15	1,400	4,480	£ 64,960
U98M	Groddie	Cold Process Insitu Recycling	15	1,552	4,823	£ 69,926
		Total		8,875	29,801	£ 499,000

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b>Banff &amp; Buchan Surface Dressing Schemes</b>						
A98	Boyndie Bends to C25L junction to Boyndie	Surface Dressing	1	1,300	8,800	£ 48,400
A98	U13L at Ordens to Boyndie Depot	Preparatory Works	1	750	5,475	£ 82,125
A98	From Buchan Street, Macduff to B9031 junction at Bloodymyre	Preparatory Works	2	640	4,672	£ 70,080
A98	Longmanhill to Sauchenbush	Surface Dressing	2	1,850	13,505	£ 74,278
A947	Whitestones Road junction southwards to Burn of Montbletton	Surface Dressing	2	2,020	14,150	£ 77,825
B9022	From U551 southwards towards Reidstack	Surface Dressing	1	1,500	8,250	£ 49,500
B9023	From A95 at Cornhill to C3L at Greendykes	Surface Dressing	1	2,700	17,000	£ 93,500
B9023	C9L at Knowes of Eirick to Spring Garden	Surface Dressing	1	1,000	6,000	£ 30,000
B9023	From A95 at Cornhill to B9022 at Brodiesord Phase 1	Preparatory Works	1	967	5,802	£ 58,020
B9025	C22L at Manse of Ord to Wellfield	Surface Dressing	1	650	4,000	£ 22,000
B9025	Deveron Bridge Westwards	High Friction Surfacing	1	70	230	£ 29,900
B9031	Wester Bonnyton Caravan Park to Easter Melrose	Surface Dressing	2	1,860	11,300	£ 62,150
B9117	Culvie road to Tillydown junction	Surface Dressing	1	1,350	9,450	£ 56,700
B9121	B9025 at Pole of Scotston to U11LA Lochy Road	Preparatory Works	1	350	2,100	£ 52,500
B9123	Gardenstown - from Gamrie Brae south to the village boundary	Surface Dressing	2	500	3,250	£ 17,875
C2L	Fattahead southwards to Pole of Itlaw	Surface Dressing	1	2,000	10,000	£ 55,000
C5L	From Toux towards Bogmuchsals School house	Preparatory Works	1	548	2,194	£ 32,908
C7S	King Edward Church to Gorrachie Bridge	Surface Dressing	2	1,980	6,930	£ 38,115
C17B	From U19B junction at Strathellie westwards to West Lodge	Surface Dressing	3	850	4,275	£ 23,513
C28L	U31DL at Wettyfoot to U31EL Harperhill Road	Preparatory Works	1	755	3,400	£ 68,000
C38L	C2S Junction to Funkieston	Surface Dressing	2	1,500	5,250	£ 26,250
C42L	B9117 to Moray Boundary near Tillydown	Surface Dressing	1	1,500	6,750	£ 37,125
C136B	Low Street, New Aberdour	Surface Dressing	2	65	350	£ 1,925
C137B	A98 at Langleys to Redmoss (Phase 2)	Surface Dressing	2	1,245	5,982	£ 35,892
U11L	B9025 Junction to C50L at Mountblainy	Surface Dressing	1	2,750	8,250	£ 45,375
U12L	From C41L at Bagrae to C41L Mill of Alvah	Surface Dressing	1	3,100	9,300	£ 51,150
U12LA	Kirkton of Alvah to the B9121 at Bythstone	Surface Dressing	1	1,600	4,800	£ 26,400
U14L	A97 at Blacklaw to C2L at Blackton	Surface Dressing	1	4,400	13,200	£ 72,600
U16S	Shalloch junction north to Hill of Overbrae	Surface Dressing	2	3,100	9,920	£ 54,560
U16S	Netherbrae to Hill of Overbrae	Preparatory Works	2	1,950	5,655	£ 62,205
U29L	Burn of Meaggie to U31CL at Red Lodge	Re-tread	1	400	1,200	£ 36,000
U31AL	C29L junction eastwards	Re-tread	1	360	1,152	£ 34,560
U40L	Mains of Kinnairdy to Longhaugh	Surface Dressing	1	2,121	6,593	£ 36,262
U46aL	Bogroy Crescent	Preparatory Works	1	99	587	£ 17,610
U99L	U19L at Mains of Colleonard to C40L at South Colleonard	Surface Dressing	1	1,537	4,644	£ 23,220
U145B	Lochbuy Road, from B9032 at Ardlaw to U144B at Peathill	Surface Dressing	2	1,850	6,798	£ 33,990
Banff	Kingswell Lane and Stuart Street	Surface Dressing	1	215	1,300	£ 7,150
Banff	Addison Crescent	Surface Dressing	1	166	1,023	£ 5,627
Banff	Gallowhill Street - Boyndie St to Academy Drive	Surface Dressing	1	94	580	£ 3,190
Banff	Walker Avenue/Institution Terrace	Surface Dressing	1	301	1,793	£ 9,862
Banff	Battery Green	Surface Dressing	1	257	1,626	£ 8,943
Banff	Campbell Street	Surface Dressing	1	224	1,896	£ 9,480
Banff	Fountain Park	Surface Dressing	1	210	1,282	£ 7,051
Banff	Fountain Street	Surface Dressing	1	202	1,167	£ 6,419
Banff	Wood Street	Surface Dressing	1	126	690	£ 3,450
Fraserburgh	Marconi Road	Preparatory Works	3	210	1,400	£ 70,000
Macduff	Ross Street	Surface Dressing	2	220	1,450	£ 7,975
Macduff	High Street, from James Street to Fife Street	Surface Dressing	2	140	1,050	£ 5,775
Macduff	Mill Street	Surface Dressing	2	105	725	£ 3,988
New Byth	Chapel Lane	Preparatory Works	2	80	410	£ 20,500
Sandhaven	Roderick Drive	Surface Dressing	2	105	599	£ 4,493
Sandhaven	Howatt Park	Surface Dressing	2	170	1,050	£ 6,720
Sandhaven	Forbes Road	Surface Dressing	2	200	1,260	£ 8,064
Sandhaven	Clinton Drive	Surface Dressing	2	410	2,460	£ 15,804
B&B	Various locations	Retexturing	All	1,666	10,000	£ 40,000
		Total		56,318	262,975	#####
<b>Buchan Surface Dressing Schemes</b>						
A948	Auchnagatt North to U114B	Surface Dressing	4	2,650	17,225	£ 81,819
A948	Auchreddie Road West & East, New Deer	Preparatory Works	4			£ 21,220
A948	Auchreddie Road West & East, New Deer	Surface Dressing	4	800	5,333	£ 25,332
A950	Fridayhill (North and South of Bend)	Surface Dressing	4	1,350	9,450	£ 44,888
A950	A981 to Bruckley Garage	Surface Dressing	4	925	6,475	£ 30,756
A952	Nether Cortes to Auchmore	Surface Dressing	4	1,220	7,930	£ 37,668
A952	B9093 to New Leeds	Preparatory Works	4			£ 15,000
A952	B9093 to New Leeds	Surface Dressing	4	1,950	14,625	£ 69,469
A975	Aulton Road (Morrison Place to Station Road), Cruden Bay	Preparatory Works	6			£ 15,000
A975	Aulton Road (South of Morrison Place to Town Boundary), Cruden Bay	Surface Dressing	6	810	6,100	£ 43,975
A981	Strichen Mains to Strichen 30mph	Preparatory Works	4			£ 10,000
A981	Strichen Mains to Strichen 30mph	Surface Dressing	4	1,200	7,680	£ 36,480
A981	Strichen Mains south to F&B way	Preparatory Works	4			£ 24,389
A981	Strichen Mains south to F&B way	Surface Dressing	4	1,950	12,675	£ 60,206
B9029	Deer Road West (30mph to Nethermuir Road), Maud	Surface Dressing	4	750	4,875	£ 23,156
B9029	A981 at Artamford crossroads to Maud	Preparatory Works	4			£ 22,000
B9029	A981 at Artamford crossroads to Maud	Surface Dressing	4	1,750	10,500	£ 49,875
C38B	A952 to C39B	Surface Dressing	4	4,500	24,750	£ 117,563
C39B	C39B to Longside School	Surface Dressing	4	3,700	22,200	£ 105,450
C39B	Inn Brae (Longside School) to A950	Surface Dressing	4	300	1,800	£ 8,550
C125B	C126B to B9170	Surface Dressing	4	1,350	7,830	£ 37,193
U6B	A950 to Cryla	Preparatory Works	4			£ 10,000
U6B	A950 to Cryla	Surface Dressing	4	1,542	5,860	£ 27,835
U22B	Coralhill	Surface Dressing	4	1,200	3,840	£ 18,240
U25B	A952 eastward to the C26B	Surface Dressing	4/5	2,190	7,008	£ 33,288
U190B	Skelton Street, Peterhead	Surface Dressing	5	200	1,400	£ 6,650
A948	Burngrains Crossings (Formarine Boundary)	Preparatory Works	4	70	950	£ 30,000
A950	Longside Road, Mintlaw	Preparatory Works	4	440	3,080	£ 40,000
A950	Longside Road, Peterhead	Preparatory Works	4	850	6,800	£ 20,000
B9033	U22B to C21B Junction	Preparatory Works	5	1,400	7,840	£ 50,000
C27B	C26B (Ridinghill) to A90T (Phase 1 of 2)	Preparatory Works	4/5	3,100	16,430	£ 60,000
C39B	HRA at bridge at Station Rd Longside to C5B	Preparatory Works	4	1,500	8,250	£ 45,000
C48B	Blackhouse Terrace, Peterhead	Preparatory Works	5	203	1,269	£ 15,000
C48B	Ugie Road (Golf Road to Hay Crescent) - Peterhead	Preparatory Works	5	300	2,190	£ 30,000
C70B	Smallburn	Preparatory Works	6	750	4,125	£ 70,000
C77B	Cruden Bay to A90 (Phase 1 of 2)	Preparatory Works	6	2,920	16,060	£ 100,000
C123B	Main Street, New Deer	Preparatory Works	4	965	7,334	£ 15,000
U113B	A948 Barrack to C110B	Preparatory Works	4	3,050	12,200	£ 50,000
		Total		45,885	264,084	#####

**ABERDEENSHIRE COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE SERVICES  
AWPR WORKS**

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Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b>Formartine Resurfacing Works</b>						
A92	Blackdog Ph 1	HRA	8	1,046	8,368	£ 293,000
B977	Orrock Stables	HRA Reconstruction	8, 9	2,122	14,857	£ 520,000
B977	Foveran to Fountainbleu (Phase 1)	Preparatory Works	9	1,100	2,857	£ 100,000
		Total		4,268	26,082	£ 913,000

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b>Banff &amp; Buchan Footway Reconstruction</b>						
Banff	High Shore	Footway Reconstruction	01	170	254	£ 25,638
Fraserburgh	Mormond Avenue	Footway Reconstruction	03	150	322	£ 36,968
Fraserburgh	Watermill Road B9031 eastwards	Footway Reconstruction	03	130	235	£ 29,375
Rosehearty	Loch Street	Footway Reconstruction	02	145	261	£ 30,794
Rosehearty	King Street	Footway Reconstruction	02	184	315	£ 36,225
		Total		779	1,387	£159,000
<b>Buchan Footway Reconstruction</b>						
Peterhead	Balmoor Terrace (Peterhead Football Ground)	Footway Reconstruction	5	120	480	£ 44,050
Peterhead	Queen Street (Community Centre)	Footway Reconstruction	5	165	495	£ 54,450
Peterhead	Peterhead - Prince Street (St Peter St to Back St)	Footway Reconstruction	5	132	251	£ 28,000
Mintlaw	North Street - East Side from Happy Plant to The Square	Footway Reconstruction	4	150	375	£ 22,500
Stuartfield	The Square (North East Side)	Footway Reconstruction	4	72	169	£ 20,000
Various	Footway Patching	Patching Works	All			
		Total		639	1,770	£169,000
<b>Formartine Footway Reconstruction</b>						
Ellon	Ness Circle area	Slurry seal prep	9	300	420	£ 25,200
Ellon	Schoolhill Road	Footway Reconstruction	9	15	30	£ 2,250
Ellon	Snipe Street & Plover Place	Footway Reconstruction	9	50	90	£ 6,750
Ellon	Station Road East	Footway Reconstruction	9	240	400	£ 30,000
Ellon	The Square	Footway Reconstruction	9	30	60	£ 4,500
Newburgh	Laverock Road [2021-22]	Footway Reconstruction	9	250	450	£ 27,000
Oldmeldrum	Albert Road	Footway Reconstruction	8	150	290	£ 26,100
Turriff	Balmellie Street Phase II [2021-22]	Footway Reconstruction	7	130	236	£ 17,700
Turriff	Banff Road	Footway Reconstruction	7	150	300	£ 26,700
Turriff	Duff Street	Footway Reconstruction	7	100	150	£ 9,000
Turriff	Queens Road	Footway Reconstruction	7	130	220	£ 19,800
		Total		1,545	2,646	£195,000
<b>Garioch Footway Reconstruction</b>						
Insch	Commercial Road	Reconstruction	10	200	360	£ 17,000
Inverurie	Western Road - Footway Reconstruction	Reconstruction	11	175	350	£ 21,000
Inverurie	Old Chapel Road - Footway Reconstruction	Reconstruction	11	210	400	£ 20,500
Insch	Victoria Street - Reinstatement Carry	Reinstatements	10	650	1,300	£ 6,500
Inverurie	Constitution Street - Reinstatements	Reinstatements	11	110	220	£ 1,100
Inverurie	Nether Blackhall - Reinstatement Carry	Reinstatements	11	375	700	£ 2,800
Inverurie	Stonefield Drive - Reinstatement Carry	Reinstatements	11	165	300	£ 1,500
Kemnay	Fraser Place / Burnett Road Area - Reinstatement Carry	Reinstatements	10	1,990	3,400	£ 17,000
Kemnay	Victoria Terrace - Reinstatement Carry	Reinstatements	10	1,260	2,000	£ 8,000
Kintore	Allandale Gardens - Reinstatements	Reinstatements	12	530	900	£ 4,500
Port Elphinstone	Crichie Circle - Reinstatements	Reinstatements	11	1,250	2,260	£ 11,300
Westhill	Arnhall / Lawsondale Area - Reinstatements	Reinstatements	13	2,400	4,800	£ 24,000
Westhill	Braecroft / Eastside Area Remote Footpaths - Reinstatements	Reinstatements	13	420	800	£ 4,000
Westhill	Dunecht Gardens / Road - Reinstatements	Reinstatements	13	640	1,200	£ 6,000
Westhill	Hay's Way - Reinstatements	Reinstatements	13	1,050	2,100	£ 10,500
Westhill	Keir Circle - Reinstatements Carry	Reinstatements	13	700	1,250	£ 5,000
Westhill	Morven / Fare Park Area - Reinstatements Carry	Reinstatements	13	300	600	£ 2,400
Westhill	Straik Place - Reinstatements	Reinstatements	13	840	1,500	£ 7,500
Westhill	Westhill Drive - Reinstatements	Reinstatements	13	780	1,560	£ 7,800
Westhill	Westwood Area Remote Footpaths - Reinstatements Carry	Reinstatements	13	1,020	1,900	£ 7,600
		Total		15,065	27,900	£186,000
<b>Kincardine &amp; Mearns Footway Reconstruction</b>						
Drumlithie	Rolland Place	Reconstruct footway across vehicle access	19	40	70	£ 7,000
Newtonhill	St Michaels Road	Reconstruct footway across vehicle access	17	50	90	£ 9,000
Stonehaven	Riverside Drive	Reconstruct footway across vehicle access	18	150	270	£ 27,000
Stonehaven	Cowgate to Fountainheads (Bervie Braes)	Concrete footway	18	120	150	£ 12,000
Stonehaven	U91K footway from Railway Bridge at Golf Club north to Garron Point access	Bituminous surface to rural footway	18	450	600	£ 15,000
Stonehaven	C27K Bervie Braes to Dunnottar Castle	Bituminous surface to rural footway	18	1,450	2,200	£ 55,000
Stonehaven	A957 - Greenden Road to Glasslaw	Bituminous surface to rural footway	18	1,300	2,000	£ 50,000
		Total		3,560	5,380	£175,000
<b>Marr Footway Reconstruction</b>						
<b>Marr North</b>						
Alford	Aberdeen Road	Footway Repairs	14	375	900	£ 45,000
Alford	School Road	Footway Repairs	14	50	200	£ 10,000
Huntly	Scott Drive	Footway Repairs	14	150	250	£ 12,500
Huntly	George V Avenue	Footway Repairs	14	40	80	£ 6,500
Monymusk	The Square	Footway Repairs	14	175	400	£ 20,000
Rhynie	The Square	Footway Repairs	14	145	400	£ 20,000
<b>Marr South</b>						
A93	Banchory, Station Rd	Footway Repairs	16	192	343	£ 14,060
A980	Craigpou Road, Torphins	Footway Repairs	15	200	360	£ 16,200
B968	Aboyne, Charlestown Road	Footway Repairs	16	350	700	£ 31,500
U22M	Torphins, Annesley park	Footway Repairs	15	110	200	£ 9,000
U139K	Banchory, St Duthac Crescent	Footway Repairs	16	300	710	£ 31,240
		Total		2,087	4,543	£216,000

**ABERDEENSHIRE COUNCIL  
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DRAINAGE WORKS**

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Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b><u>Banff &amp; Buchan Capital Drainage Schemes</u></b>						
A95	Ordiquhill School northwards towards Cornhill	Drainage - provision of gullies	01	-	-	£ 30,000
A98	Buchan Boundary - Boyndlie	Drainage -renewal of drain and relocate gullies	02	-	-	£ 30,000
A98	Longmanhill	Drainage - renewal of drain and gullies	02	-	-	£ 20,000
A98	Links Brae west of Banff	Drainage - renewal of drain	01	-	-	£ 20,000
A981	Memsie crossroads northwards	Drainage - installation of drain and gullies	03	-	-	£ 40,000
B9025	Forglen Hall southwards towards Turriff	Drainage	02	-	-	£ 17,000
B9121	From Lochy Road to the B9025 junction at Scotston	Drainage	01	-	-	£ 15,000
B9033	Between Inverallochy & St Combs	Drainage	03	-	-	£ 15,000
C25L	Boyndie to Loch of Auds road	Drainage	01	-	-	£ 10,000
C41L	Mill of Alvah	Drainage	01	-	-	£ 10,000
		Total				£ 207,000
<b><u>Buchan Capital Drainage Schemes</u></b>						
A950	West Road, Peterhead - Drainage	Drainage Improvements	5			£ 10,000
A952	U25B to North Cairnchina (SD Preps)	Drainage Improvements and Kerbing Works	4			£ 10,000
A952	Mintlaw 40mph to Middlemuir	Drainage Improvements and Kerbing Works	4			£ 50,000
A952	Ardallie School Bends (C101B (Previous SD through Ardallie) to MP136)	Drainage Improvements	4			£ 30,000
A981	Strichen to C136B	Drainage Improvements and Kerbing Works	4			£ 60,000
B9093	Denhead Drainage Improvements - <i>Confirm Defect Number 86001</i>	Drainage Improvements	4			£ 5,000
B9093	Howford Bends	Drainage Improvements	4			£ 5,000
B9170	New Deer to Formartine Boundary - Confirm Defect Number 97896	Drainage Improvements	4			£ 10,000
C32B	Between Silverwells and Junction of C28B	Drainage Improvements	4			£ 20,000
U33B	Kirktown (South of St Fergus to Football Pitch)	Drainage Improvements	4			£ 10,000
U113B	A948 Barrack to C110B	Drainage Improvements	4			£ 10,000
		Total				£ 220,000

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<b><u>Banff &amp; Buchan Energy Reduction Measures</u></b>						
Aberchirder		Energy Reduction Measures (LED's)				£ 1,750
Boyndie		Energy Reduction Measures (LED's)				£ 250
Cairnbulg		Energy Reduction Measures (LED's)				£ 4,625
Cornhill		Energy Reduction Measures (LED's)				£ 1,375
Crudie		Energy Reduction Measures (LED's)				£ 750
Fordyce		Energy Reduction Measures (LED's)				£ 6,625
Gardenstown		Energy Reduction Measures (LED's)				£ 4,375
Inverboyndie		Energy Reduction Measures (LED's)				£ 2,000
King Edward		Energy Reduction Measures (LED's)				£ 4,625
Ladysbridge		Energy Reduction Measures (LED's)				£ 5,125
Macduff		Energy Reduction Measures (LED's)				£ 1,875
New Byth		Energy Reduction Measures (LED's)				£ 7,500
Portsoy		Energy Reduction Measures (LED's)				£ 9,875
Rosehearty		Energy Reduction Measures (LED's)				£ 3,000
Sandend		Energy Reduction Measures (LED's)				£ 6,625
Sandhaven		Energy Reduction Measures (LED's)				£ 250
Whitehills		Energy Reduction Measures (LED's)				£ 750
		Total				£ 61,375
<b><u>Buchan Energy Reduction Measures</u></b>						
Blackhills		Energy Reduction Measures (LED's)				£ 3,750
Boddam		Energy Reduction Measures (LED's)				£ 1,750
Burnhaven		Energy Reduction Measures (LED's)				£ 4,000
Cruden Bay		Energy Reduction Measures (LED's)				£ 10,125
Fetterangus		Energy Reduction Measures (LED's)				£ 1,125
Maud		Energy Reduction Measures (LED's)				£ 375
New Deer		Energy Reduction Measures (LED's)				£ 11,750
Old Deer		Energy Reduction Measures (LED's)				£ 8,375
St Combs		Energy Reduction Measures (LED's)				£ 3,625
St Fergus		Energy Reduction Measures (LED's)				£ 500
Stuartfield		Energy Reduction Measures (LED's)				£ 1,750
		Total				£ 47,125
<b><u>Formartine Energy Reduction Measures</u></b>						
Aucherless		Energy Reduction Measures (LED's)				£ 1,375





**ABERDEENSHIRE COUNCIL  
ENVIRONMENT AND INFRASTRUCTURE SERVICES  
SURFACE DRESSING WORKS**

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Reserve List

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Estimate (£)
<b>Banff &amp; Buchan Surface Dressing Reserve List</b>						
A97	Mossbank to Blacklaw	Preparatory Works	1	540	3,400	£ 85,000
A97	From junction with B9121 northwards	Surface Dressing	1	1,500	9,750	£ 53,625
A98	Moray Boundary to Kilnhillock Farm House	Preparatory Works	1	850	6,205	£ 74,460
A98	Dytach Farm House towards Cullen	Preparatory Works	1	620	4,526	£ 54,312
A98	C14L at Bogton to C12L at Boggierow	Preparatory Works	1	900	6,570	£ 98,550
A98	Between the B9121 junction at Ladysbridge and the B9038 Whitehills junction	Retexturing	1	486	3,600	£ 14,940
A98	Brandon Howe Bends east of the B9038 junction to Whitehills	High Friction Surfacing	1	310	2,233	£ 200,970
A98	Banff to Inverboyndie	Preparatory Works	1	1,050	7,875	£ 393,750
A98	C15S at Crudie eastwards through Crudie	Preparatory Works	2	750	5,475	£ 82,125
A98	Broadley Bridge to U100L Cairnton junction	Surface Dressing	1	700	5,110	£ 28,105
B9023	From A95 at Cornhill to B9022 at Brodiesord	Preparatory Works	1	2,250	13,500	£ 135,000
B9025	Scotston bends	Retexturing	1	350	2,100	£ 7,035
B9025	Wellfield to A97 at Blacklaw (Phase 1)	Preparatory Works	1	500	3,000	£ 150,000
B9031	A98 at Tarlair to B9123 at Dubford, Gardenstown	Preparatory Works	2	1,000	1,200	£ 54,000
B9031	C15S at Dubford to join west of Afforsk	Surface Dressing	2	1,700	10,200	£ 56,100
B9031	Martinsmuir to Lochills	Surface Dressing	2	700	4,200	£ 23,100
B9033	B9107 at Inverallochy to C21B St Combs Road	Surface Dressing	3	2,500	16,250	£ 97,500
C2S	Waterside road - U7S Breedless road to U5S at Denhead	Surface Dressing	2	470	1,645	£ 9,048
C3L	From A95 at Gordonstown northwestwards towards Hinksfield	Preparatory Works	1	2,000	8,000	£ 44,000
C9S	Bridge of Auchlinn to Cummerton junction	Surface Dressing	2	725	2,175	£ 11,963
C9S	A98 junction to Cummerton junction	Preparatory Works	2	1,700	8,500	£ 85,000
C36L	Whitestones Road	Surface Dressing	2	650	2,275	£ 12,513
C50L	Todlaw to U11L at Mains of Mountblairy	Preparatory Works	1	1,100	4,400	£ 110,000
U10S	Fortrie to Balmaud	Surface Dressing	2	2,450	8,575	£ 47,163
U10S	South Gorrachie to Mill of Balmaud	Surface Dressing	2	1,747	6,000	£ 30,000
U11B	B9032 at Cairns of Memsie to C11B at Cairndale	Surface Dressing	2	2,220	9,990	£ 54,945
U12L	Newton of Mountblairy southwards to the junction of the C50	Preparatory Works	1	700	2,800	£ 42,000
U13L	Cairnton to C61L at Lintmill Bridge	Preparatory Works	1	1,000	3,000	£ 60,000
U13L	Cairnton to Hopetown	Preparatory Works	1	515	1,650	£ 33,000
U16AL	Cooperhill - from B9025 Slack of Scotstown northwards	Surface Dressing	2	4,200	12,600	£ 69,300
U16S	Middlehill junction west to C15S at Mid Clochforbie	Surface Dressing	2	2,240	6,720	£ 36,960
U25AL	B9139 at Bry-Den to Boyndie	Preparatory Works	1	1,020	3,650	£ 54,750
U26AL	Boyndie to A98 at Rettie	Preparatory Works	1	1,220	3,904	£ 58,560
U30L	Tappacks Road	Preparatory Works	1	1,400	4,200	£ 42,000
U31EL	Harperhill to C28L near Damfolds	Surface Dressing	1	1,416	5,381	£ 29,596
U33L	B9023 Thorax junction to Howlands	Preparatory Works	1	1,350	5,200	£ 104,000
U38AL	C22L at Reidside to Peterden	Preparatory Works	1	1,260	3,780	£ 75,600
U38AL	C22L at Reidside to U38L to Hilltown of Auchinderran	Surface Dressing	1	2,700	8,100	£ 44,550
U38L	Hilltown of Auchinderran to B9023 at Spring Garden	Preparatory Works	1	1,500	6,750	£ 135,000
U43L	Wyllieholes Road, from C27L at Badenspink southwards	Preparatory Works	1	300	900	£ 22,500
U47L	Toux road from Summerton southwards to Fordyce Lodge	Surface Dressing	1	1,600	6,000	£ 33,000
U48L	A98 at Kilnhillock Farm to C13L Birkenbog	Surface Dressing	1	551	2,250	£ 10,125
U52S	Culbuth Road	Surface Dressing	2	2,000	8,000	£ 44,000
U137B	Redmoss to Den of Glasslaw	Preparatory Works	2	1,350	5,000	£ 27,500
U138B	B9031 at Pennan to Glenquithie	Preparatory Works	2	800	3,200	£ 64,000
Aberchirder	Rennies Lane	Surface Dressing	1	60	275	£ 1,513
Aberchirder	Various lanes - The Square to South St and The Square to South View Terr	Surface Dressing	1	150	500	£ 2,750
Aberchirder	Various Lanes - 33/34 South St to Southview Terr and 10/14 South St to Southview Terr	Surface Dressing	1	110	350	£ 1,925
Banff	Doocot Park	Surface Dressing	1	280	1,540	£ 11,550
Fraserburgh	King Edward Street	Preparatory Works	3	120	1,176	£ 70,560
Fraserburgh	Barrasgate Road, from Park Street to Quarry Road	Preparatory Works	3	210	1,750	£ 35,000
Fraserburgh	Bath Street	Surface Dressing	3	105	1,000	£ 5,500
Fraserburgh	Watermill Road - Boothby Road to B9031 junction	Surface Dressing	3	1,400	10,500	£ 73,500
Fraserburgh	Union Grove	Surface Dressing	3	580	4,900	£ 26,950
Fraserburgh	Gray Street	Surface Dressing	3	150	930	£ 4,185
Fraserburgh	Albert Street, Dennyduff Road to Mid Street	Surface Dressing	3	263	2,770	£ 15,235
Fraserburgh	Albert Street Lane South	Surface Dressing	3	290	1,880	£ 10,340
Fraserburgh	Love Lane	Surface Dressing	3	115	475	£ 2,613
Fraserburgh	Brora Place	Surface Dressing	3	65	480	£ 2,640
Fraserburgh	Buchan Place	Surface Dressing	3	200	1,250	£ 6,875
Fraserburgh	Brodick Road	Surface Dressing	3	320	2,350	£ 12,925
Fraserburgh	Braemar Court	Surface Dressing	3	60	420	£ 2,310
Fraserburgh	Barra Crescent	Surface Dressing	3	310	2,400	£ 13,200
Fraserburgh	Beauly Place	Surface Dressing	3	230	1,500	£ 8,250
Fraserburgh	Birnie Place	Surface Dressing	3	145	800	£ 4,400
Fraserburgh	Bruan Court	Surface Dressing	3	260	1,850	£ 10,175
Fraserburgh	Gaw St/Scatha Richie Pl/Bawdley Head/Waul Park	Surface Dressing	3	875	5,600	£ 30,800
Fraserburgh	Williams Crescent	Surface Dressing	3	215	1,250	£ 6,875
Fraserburgh	StAndrew's Drive	Surface Dressing	3	550	4,050	£ 22,275
Fraserburgh	Damfield Road	Surface Dressing	3	235	1,300	£ 7,150
Fraserburgh	Kirkton Crescent	Surface Dressing	3	170	1,100	£ 6,050
Fraserburgh	Cairnhill Road	Surface Dressing	3	526	3,250	£ 17,875
Fraserburgh	Cairnhill Drive	Surface Dressing	3	650	3,900	£ 21,450
Fraserburgh	Derbyhall Avenue	Surface Dressing	3	260	1,800	£ 9,900
Fraserburgh	Corbie Drive	Surface Dressing	3	230	1,600	£ 8,800
Fraserburgh	Beacon Drive	Surface Dressing	3	230	1,600	£ 8,800
Fraserburgh	Middleburgh Road	Surface Dressing	3	200	1,500	£ 8,250
Fraserburgh	Crimond Court	Surface Dressing	3	120	900	£ 4,950
Fraserburgh	Strichen Court	Surface Dressing	3	300	2,050	£ 11,275
Fraserburgh	Craigellie Circle	Surface Dressing	3	700	4,500	£ 24,750
Fraserburgh	Westray Park	Surface Dressing	3	480	2,900	£ 15,950
Fraserburgh	Hamilton Road	Preparatory Works	3	240	2,400	£ 48,000
Fraserburgh	Biggar Court	Preparatory Works	3	250	1,600	£ 24,000
Gardenstown	Main Street	Surface Dressing	2	150	825	£ 4,538



































