

REPORT TO FORMARTINE AREA COMMITTEE – 23 AUGUST 2022

ROADS CAPITAL WORKS 2022-23

1 Executive Summary/Recommendations

- 1.1** This report asks the Committee to note the proposal agreed by Infrastructure Services Committee (ISC) on 8 June 2022 for the Service to develop a method for identifying and prioritising roads related capital works schemes, and to note the roads related capital works programmes for 2022-23.
- 1.2 The Committee is recommended to:**
- 1.2.1 Note that data driven processes will be developed for producing and prioritising roads related capital works programmes;**
 - 1.2.2 Note that the Service will move to a live and transparent method of scheme identification and prioritisation to replace annual roads maintenance works programmes reporting;**
 - 1.2.3 Note that road asset maintenance will be considered across Aberdeenshire as a whole;**
 - 1.2.4 Comment on the draft questionnaire (Appendix 1) which will allow Members to inform the Service of factors that should be considered when assigning a roads maintenance hierarchy designation to a section of road or footway; and**
 - 1.2.5 Note the agreed programmes of roads related capital works for 2022-23 as per Appendix 2.**

2 Decision Making Route

- 2.1** ISC on 8 June authorised the Service to develop a road maintenance scheme prioritisation process, with the instruction to consult Area Committees as part of its development. This report is the first step of Area Committee involvement.
- 2.2** In accordance with the Council's Scheme of Governance, this Committee provided comments to ISC on Roads Maintenance Capital spending proposals for 2022-23. ISC 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, and the Committee approved the proposals on 8 June 2022.

3 Discussion

- 3.1 Roads Maintenance Capital Programme Approval**

3.1.1 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.

3.1.2 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 ISC 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.

3.1.3 ISC has agreed to the Service adopting 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.

3.1.4 The list of prioritised schemes will be a “live” document. Scheme priority will change when new data became available (e.g. the results of a condition survey). The list may 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 Roads Programme Production – Current Process

3.2.1 Road condition is measured independently using specialised vehicle mounted measurement equipment. This is done as part of the Scottish Roads Maintenance 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 currently drive our Capital budget allocation process and thereafter the identification of schemes.

3.3 Roads Programme Production – Proposed Process

3.3.1 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.

- 3.3.2 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.
- 3.3.3 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. Local 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.

6. A draft questionnaire is included as **Appendix 1**. Comments are sought on the content of the questionnaire and whether all the relevant aspects relating to local importance of a road or footway have been included.

3.4 Footway Programme Production

- 3.4.1 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.
- 3.4.2 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).
- 3.4.3 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.
- 3.5 One of the benefits of developing a transparent process for maintenance scheme prioritisation will be that the Service will be able 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.
- 3.6 Following receipt of comments on the draft questionnaire it is proposed to produce a final version that will be sent to Members. The results from the final version will be used to develop the "Local Importance" element of the overall scheme prioritisation process.

3.7 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: £1,499,000
 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 ([link to Corporate Risk Register](#)).

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: (*link to Service Directorate Risk Register: <https://bit.ly/3BMZtLt>*).

ISSR009 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.

ISSR010 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.

ISSR012 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.

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. They are satisfied that the report complies with the Scheme of Governance and relevant legislation.
- 5.2 The Committee is able to consider, comment on, make recommendations on this item in terms of Section B.1.2 of the List of Committee Powers in Part 2A of the Scheme of Governance as it is a matter which impacts its Area.

Alan Wood
Director of Environment & Infrastructure Services

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

List of Appendices –

- Appendix 1 – Draft Road Importance Questionnaire
- Appendix 2 – 2022-23 Programmes of Work (Capital)
- Appendix 3 – Integrated Impact Assessment

Roads Importance Draft Questionnaire – please provide comment on the content prior to the Service finalising and issuing to Members.

The Council's Annual Road Maintenance Programme has traditionally been developed using engineering asset management principles which consider road condition information and road classification (A, B, C or Unclassified). This approach seeks to maximise the road condition benefit (at a network level) of every pound spent on maintenance.

This approach makes no distinction between roads linking settlement and roads within settlements. Most streets within settlements (with the exception of main roads passing through) are unclassified and consequently sit at the lowest maintenance hierarchy.

The Roads service intends to develop a roads maintenance scheme prioritisation process. This process will utilise a more tailored maintenance classification when establishing a scheme's relative priority.

It is felt that there is an opportunity for the Service to better understand the importance of a road (or section of road) to the local community, so that an appropriate maintenance classification can be assigned that reflects that importance.

The resources available to the Service remain finite and it is essential that those resources are effectively targeted. A clear and meaningful maintenance hierarchy is a critical tool in ensuring the best use of resources. To that end, it is important to understand that not *all* roads can be a high priority and that a robust and auditable method of establishing priorities is required.

This questionnaire seeks to identify the potential factors that may enhance a road's importance to a community.

- 1 Please indicate the extent to which you agree or disagree with the following statements in relation to CARRIAGEWAYS

	Strongly disagree	Disagree	Agree	Strongly agree
Roads with higher traffic volumes should have a higher maintenance priority than those with lower traffic volumes.				
The maintenance priority of a road should be enhanced if the road forms part of a signed cycle route.				
In towns & villages the maintenance priority of a road should be enhanced when the road is in the town/village centre rather than the side/outlying streets.				
The maintenance priority of a road should be enhanced if the road is part of a bus route.				

In towns and villages, streets provide access to a range of important facilities. Our revised road hierarchy will look to include access to services/facilities in the prioritisation process. To assist that process please rank the following services/facilities in terms of importance (1 – most important to 7 – least important) for vehicle access.

Facility	Ranking
Healthcare Facilities	
Shops/retail	
Schools	
Leisure Facilities	
Car Parks	
Large employers (factories/offices)	
Railway/bus stations	

2 Please indicate the extent to which you agree or disagree with the following statements in relation to FOOTWAYS

	Strongly disagree	Disagree	Agree	Strongly disagree
Footways with higher pedestrian volumes should have a higher maintenance priority than those with lower pedestrian volumes.				
In towns & villages the maintenance priority of a footway should be enhanced when the footway is in the town/village centre rather than the outlying areas.				
The maintenance priority of a footway should be enhanced if it forms part of a safer routes to school route.				

In towns and villages, streets provide access to a range of important facilities. Our revised road hierarchy will look to include access to services/facilities in the prioritisation process. To assist that process please rank the following services/facilities in terms of importance (1 – most important to 7 – least important) for pedestrian access.

Facility	Ranking
Healthcare Facilities	
Shops/retail	
Schools	
Leisure Facilities	
Car Parks	
Large employers (factories/offices)	
Railway/bus stations	

ABERDEENSHIRE COUNCIL

ENVIRONMENT & INFRASTRUCTURE SERVICES

ROADS AND INFRASTRUCTURE

Appendix 2

**FORMARTINE
ROADS CAPITAL WORKS
PROGRAMME (RMP)**

2022 - 2023

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

Item: 6
Page:358

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Resurfacing Works						
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, Rothieniorman	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

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

Item: 6
Page:359

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Surface Dressing Schemes						
A920	Riverside Road to Esslemont, Ellon	Preparatory Works	9	500	1,100	£ 33,000
A920	Cairnbrogie to Muiryfold	Preparatory Works	8	400	1,200	£ 36,000
A920	B9000 North Lodge to Cairdseat Cottages	Preparatory Works	8	350	1,050	£ 31,500
A947	Inverythan to Camaloun	Surface Dressing	7	900	5,580	£ 41,850
A947	Albert Road, Oldmeldrum - Urquhart Road to Kirk Street	Preparatory Works	8	300	1,000	£ 45,000
A947	Boggieshalloch to B9170	Surface Dressing	7	1,450	8,700	£ 65,250
A975	Kiplaw to PU106	Surface Dressing	9	2,200	12,760	£ 95,700
B979	B999 to Kingseat	Preparatory Works	8	320	1,000	£ 45,000
B992	Bankhead to B9001	Preparatory Works	7	600	1,000	£ 60,000
B999	B9000 to C2C	Preparatory Works	8	900	1,700	£ 51,000
B999	South Mains Cottages to 30mph, Pitmedden	Surface Dressing	8	336	2,016	£ 16,128
B9000	Pitmedden to A920 at Formartine Football Pitch	Surface Dressing	8	600	3,600	£ 32,400
B9000	Logierieve to C1C	Surface Dressing	9	3,050	17,690	£ 132,675
B9003	A975 to Collieston	Preparatory Works	9	100	200	£ 13,000
B9003	Collieston Village	Preparatory Works	9	150	300	£ 19,500
B9005	Craigs Road, Ellon	Preparatory Works	9	400	686	£ 44,590
B9005	Woodhead of Fyvie	Preparatory Works	7	50	100	£ 6,500
B9005	Methlick Bridge to 30s	Surface Dressing	7	600	3,600	£ 27,000
B9005	Tanglandford to Lovies	Surface Dressing	7	575	3,200	£ 28,800
B9005	Tanglandford to Lovies	Preparatory Works	7	300	600	£ 27,000
B9005	Station Road, Ellon	Preparatory Works	9	60	100	£ 6,500
B9024	Bridgend to Rosehall	Surface Dressing	7	1,050	6,000	£ 54,000
B9027	Millfield to New Byth	Surface Dressing	7	1,750	10,500	£ 78,750
B9170	Oldmeldrum to Hoodles	Surface Dressing	8	725	4,350	£ 32,625
B9170	B999 to Overton of Keithfield	Surface Dressing	8	1,350	8,100	£ 60,750
C1B	A920 at Esslemont to U189B	Surface Dressing	9	3,070	12,000	£ 84,000
C1C	Remedial - Belhelvie to Mill of Potterton	Surface Dressing	8	1,410	7,755	£ -
C7C	Orchardtown to C2C	Preparatory Works	8	150	500	£ 15,000
C16L	Auchninna to Inverkeithney	Surface Dressing	7	2,070	8,901	£ 62,307
C21S	Crown Street, Turriff	Preparatory Works	7	310	400	£ 26,000
C22S	Auldych to B9001	Surface Dressing	7	1,350	8,100	£ 59,535
C26S	Tifty - Overhall	Surface Dressing	7	2,200	9,900	£ 69,300
C26S	Cuminstown to Redbriggs	Preparatory Works	7	50	100	£ 6,500
C28S	Birkenhills to Redbriggs	Preparatory Works	7	50	100	£ 6,500
C30S	Millbex to Asleid	Preparatory Works	7	50	140	£ 9,100
C34S	B9001 to U34S	Surface Dressing	7	1,520	6,800	£ 47,600
C46S	Overhill to U46S	Surface Dressing	7	1,650	7,500	£ 52,500
C50S	Petty - MP66 to U48S Mill of Burns	Surface Dressing	7	2,350	10,575	£ 74,025
C76C	Lochter to Mill of Lumphart	Surface Dressing	8	1,800	9,000	£ 63,000
C76C	Lochter to Mill of Lumphart	Preparatory Works	8	75	150	£ 9,750
C76C	Colpy Road, Oldmeldrum	Preparatory Works	8	50	100	£ 6,500
C77C	Kirkstyle, Daviot	Preparatory Works	8	50	100	£ 6,500
C82B	Waulkmill	Preparatory Works	9	1,000	4,000	£ 24,000
U5C	Belhelvie Church	Preparatory Works	8	60	150	£ 9,750
U11C	U11C jnc at Overhill to HRA joint at Kirkhill	Surface Dressing	9	960	3,840	£ 30,720
U12C	Beach Road, Newburgh	Preparatory Works	9	200	800	£ 52,000
U17C	Gourdie Park, Potterton. B999 to 30mph signs	Surface Dressing	8	422	2,110	£ 16,880
U26S	Parnassus Gardens	Surface Dressing	7	230	2,070	£ 18,630
U34S	C34S to B992	Surface Dressing	7	1,200	4,800	£ 38,400
U35S	Darley	Preparatory Works	7	60	150	£ 9,750
U53S	Aberdeen Trailers to MP66	Preparatory Works	7	200	800	£ 20,000
U72C	B9170 to Shadowside	Preparatory Works	8	475	1,800	£ 36,000
U80B	Pumping Station to B9003 at Kirktown of Slains	Preparatory Works	9	150	300	£ 19,500
U87B	Mill of Leask	Preparatory Works	9	150	600	£ 15,000
U94B	Buchan boundary to Mill of Kinmuck	Retread	9	1,266	4,500	£ 90,000
U94L	B9024 to Tullo	Preparatory Works	7	50	100	£ 6,500
U130S	Cuminstown to Mossie	Surface Dressing	7	1,500	6,000	£ 48,000
U135S	Meadowbank Road, Turriff. From Lendrum Place to C5S	Surface Dressing	7	530	3,180	£ 28,620
U185C	Edmondside, Pitmedden	Surface Treatment	8	225	1,307	£ 13,070
U212C	Eigie Road, Balmedie	Preparatory Works	9	30	100	£ 6,500
U243C	Swan Place, Ellon	Preparatory Works	9	60	161	£ 10,465
U247C	Oldmeldrum - Lower Cowgate	Preparatory Works	8	150	1,086	£ 32,580
Total				46,139	216,107	£ 2,209,000

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

Item: 6
Page:360

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Resurfacing Works						
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

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

Item: 6
Page:361

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Footway Reconstruction						
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

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

Item: 6
Page:362

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Capital Drainage Schemes						
A920	C76C to Drum of Wartle (Gullies)	Drainage	8			£ 20,000
A920	Pitmedden to Oldmeldrum (Gullies)	Drainage	8			£ 20,000
A920	Ellon to Pitmedden (Gullies)	Drainage	8, 9			£ 20,000
A920	Oldmeldrum Bypass	Drainage	8			£ 20,000
A947	Fyvie to Turriff (Gullies)	Drainage	7			£ 20,000
A947	Kinbate	Drainage	7			£ 25,000
A947	Albert road	Drainage	8			£ 20,000
A948	Ellon to Buchan Boundary (Gullies)	Drainage	9			£ 25,000
B9005	South Road, Ellon	Drainage	9			£ 20,000
B9170	Sunnybrae, Methlick	Drainage	7			£ 20,000
C42B	Esslemont Cottage	Drainage	9			£ 10,000
U80B	B9003 to U81B	Drainage	9			£ 20,000
U243C	Schoolhil, Ellon	Drainage	9			£ 13,000
		Total				£ 253,000

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

Item: 6
Page:363

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Formartine Energy Reduction Measures</u>						
Auchterless		Energy Reduction Measures (LED's)				£ 1,375
Barthol Chapel		Energy Reduction Measures (LED's)				£ 1,375
Belhelvie		Energy Reduction Measures (LED's)				£ 125
Blackdog		Energy Reduction Measures (LED's)				£ 1,625
Cultercullen		Energy Reduction Measures (LED's)				£ 2,000
Ellon		Energy Reduction Measures (LED's)				£ 24,875
Newburgh		Energy Reduction Measures (LED's)				£ 4,250
St Katherines		Energy Reduction Measures (LED's)				£ 1,750
Tipperty		Energy Reduction Measures (LED's)				£ 2,125
Udny		Energy Reduction Measures (LED's)				£ 5,625
Udny Green		Energy Reduction Measures (LED's)				£ 8,000
Udny Station		Energy Reduction Measures (LED's)				£ 8,125
Whitecairns		Energy Reduction Measures (LED's)				£ 1,625
Whiterashes		Energy Reduction Measures (LED's)				£ 1,750
Ythanbank		Energy Reduction Measures (LED's)				£ 4,375
		Total				£ 69,000
<u>Formartine Column/Cable Replacements - Subject to full Council approval of 2021/22 budget underspend being carried forward</u>						
Ellon	Snipe Street Phase III	Lighting Improvement	9			£ 46,780
Newburgh	Laverock Road	Lighting improvement	9			£ 21,640
Turriff	Balmellie Street lanes Phase I	Lighting Improvement	7			£ 19,140
Udny Station	Arn Place	Column Replacement	8			£ 20,440
		Total				£ 108,000

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

Item: 6
Page:364
2022/2023
Reserve List

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Estimate (£)
Formartine Surface Dressing Reserve List						
A97	Bridge of Marnoch	Preparatory Works	7	150	300	£ 19,500
A920	Riverside Road to Esslemont, Ellon	Surface Dressing	9	1,760	10,912	£ 81,840
A920	Hill of Blair (Cairnbrogie)	Retexturing	8	200	1,200	£ 7,200
A920	Smiddyhill (Cairnbrogie)	Retexturing	8	200	1,200	£ 7,200
A920	Coullihare	Retexturing	8	400	2,400	£ 14,400
A920	Oldmeldrum Bypass	Surface Dressing	8	1,565	11,425	£ 62,838
A947	Urquhart Road, Oldmeldrum	Surface Dressing	8	415	3,000	£ 22,500
A947	Oldmeldrum to A920 (East)	Retexturing	8	600	4,200	£ 25,200
A947	Kingoodie	Retexturing	8	800	4,800	£ 28,800
A947	South Blackbog	Preparatory Works	7	120	300	£ 19,500
A948	Golf Road jnc	Retexturing	9	300	2,700	£ 16,200
A948	Waulkmill	Retexturing	9	300	1,800	£ 10,800
A975	Gallowshill	Retexturing	9	200	1,200	£ 7,200
B977	Belhelvie to B999	Surface Dressing	8	1,333	8,267	£ 62,003
B992	Bankhead to B9001	Surface Dressing	7	2,200	13,200	£ 99,000
B999	Plodhill to B977	Preparatory Works	8	600	1,400	£ 42,000
B999	B977 towards Longdrum	Surface Dressing	8	910	5,460	£ 40,950
B999	B9000 to C2C	Preparatory Works	8	1,000	2,000	£ 60,000
B999	B979 to Roadside of Craigie	Surface Dressing	8	241	1,300	£ 7,800
B999	Duthie Road, Tarves	Surface Dressing	8	300	1,800	£ 10,800
B999	Muirton	Retexturing	8	200	1,200	£ 7,200
B9000	Logierieve to U8B	Preparatory Works	8	1,000	2,000	£ 60,000
B9001	Mains of Glack to Boundary	Surface Dressing	8	1,560	9,360	£ 73,944
B9001	Wells of Rothie to Rothienorman	Preparatory Works	7	1,400	2,000	£ 60,000
B9003	Collieston	Surface Dressing	9	600	3,000	£ 22,500
B9005	Woodhead of Fyvie to C30S	Surface Dressing	7	2,245	13,916	£ 104,370
B9005	C30S to Gight	Preparatory Works	7	500	1,500	£ 45,000
B9024	Bridgend to Rosehall	Surface Dressing	7	1,050	6,000	£ 48,000
B9170	30mph Cuminstown to B9027	Surface Dressing	7	350	2,385	£ 17,888
B9170	C21S Idoch to U1S Quarryhill	Preparatory Works	7	500	900	£ 40,500
B9170	West Cairncake to Cuminstown	Surface Dressing	7	3,287	17,750	£ 133,125
C1B	West Lodge to A920	Surface Dressing	9	1,065	5,860	£ 43,950
C2C	Cultercullen	Surface Dressing	8	260	1,690	£ 12,675
C16L	Inverkeithney to A97	Surface Dressing	7	3,170	10,144	£ 76,080
C21S	Main Street, Turriff	Preparatory Works	7	50	100	£ 6,500
C21S	Turriff - Balmellie Road Ph 2	Surface Dressing	7	215	860	£ 6,450
C22S	U33S to Glasslaw	Preparatory Works	7	1,600	3,200	£ 80,000
C34S	B9001 to U34S	Surface Dressing	7	1,520	6,800	£ 51,000
C37C	A947 to Kiellyford	Surface Dressing	7, 8	2,061	8,244	£ 61,830
C38C	Hardford to Barthol Chapel	Preparatory Works	8	800	3,000	£ 60,000
C49S	C50S to Jackstown	Preparatory Works	7	305	367	£ 11,010
C49S	Cross of Jackston to A920	Preparatory Works	8	300	1,200	£ 34,800
C49S	Quarry to B9001	Preparatory Works	7	500	1,000	£ 30,000
C118S	St Johns Well to A947	Surface Dressing	7	2,645	13,636	£ 102,270
C121B	Swanford to Inchgreen	Preparatory Works	7	500	1,000	£ 30,000
U1S	Newton of Greeness	Preparatory Works	7	300	1,200	£ 30,000
U13C	Pitscaff	Preparatory Works	9	150	300	£ 19,500
U23S	Mains of Laithers	Preparatory Works	7	200	800	£ 20,000
U23S	Dubford to Ardmiddle	Preparatory Works	7	300	1,200	£ 30,000
U25S	Upper Oldmill	Preparatory Works	7	100	200	£ 13,000
U26S	Peterwell Road, Fyvie	Surface Dressing	7	420	2,200	£ 16,500
U30C	Home Farm Udney westwards	Surface Dressing	8	600	2,500	£ 18,750
U33S	B9024 to Floors Farm	Preparatory Works	7	600	2,000	£ 60,000
U35S	U36S to C45S	Preparatory Works	7	600	2,520	£ 60,480
U36S	Chapel of Seggat	Preparatory Works	7	600	2,000	£ 60,000
U37S	C26S to Gourdas	Preparatory Works	7	400	1,700	£ 34,000
U42S	Cowley	Preparatory Works	7	400	1,800	£ 36,000
U42S	B992 to C41s	Surface Dressing	7	3,072	9,510	£ 71,325
U45S	A947 to C45S Rothiebrisanne	Surface Dressing	7	550	2,500	£ 18,750
U48S	Station Road, Rothienorman	Surface Dressing	7	220	1,320	£ 9,900
U48S	Rothienorman to Coshelly	Preparatory Works	7	675	2,700	£ 75,600
U53S	Aberdeen Trailers to MP66	Preparatory Works	7	200	800	£ 20,000
U71C	Airyhillock	Surface Dressing	8	1,975	8,500	£ 63,750
U72C	B9170 to Shadowside	Surface Dressing	8	877	3,500	£ 26,250
U74C	Bethelnie	Preparatory Works		900	3,600	£ 90,000
U78C	Daviot Cemetery to B9001	Surface Dressing	8	815	3,260	£ 24,450
U92L	C16L to Boundary	Preparatory Works	7	300	1,200	£ 30,000
U94L	B9024 to Boundary	Preparatory Works	7	300	1,200	£ 30,000
U96B	Upper Arthrath	Preparatory Works	9	1,350	5,400	£ 151,200
U116B	U117B to C118S Braiklay	Surface Dressing	8	694	2,500	£ 18,750
U121S	Inchgreen	Surface Dressing	7	1,300	5,200	£ 39,000
U125S	U42S to B9001 Skatebrae	Surface Dressing	7	2,445	8,300	£ 62,250
U135S	Turriff - Muireisk Drive	Surface Dressing	7	290	1,583	£ 11,873
U135S	Turriff - Rectory Road	Surface Dressing	7	170	850	£ 6,375
U135S	Turriff - Church Street / GladstoneTerrace	Surface Dressing	7	220	1,292	£ 9,690
U135S	Turriff - Westfield Road	Surface Dressing	7	400	2,000	£ 15,000
U135S	Turriff - Market Street	Surface Dressing	7	560	4,088	£ 30,660
U135S	Turriff - Tillyfar Gardens	Surface Dressing	7	70	420	£ 3,150

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

Item: 6
Page:365
2022/2023
Reserve List

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Estimate (£)
U135S	Turriff - Sunnyhill Place - Garage Areas	Surface Dressing	7	304	1,733	£ 12,998
U135S	Turriff - Highfield Walk (nos 38-86)	Surface Dressing	7	252	1,386	£ 10,395
U135S	Turriff - Meadowbank Road	Surface Dressing	7	835	6,100	£ 45,750
U135S	Turriff - Dunlugas Place	Surface Dressing	7	540	3,400	£ 25,500
U135S	Turriff - Balmellie Place	Preparatory Works	7	200	1,000	£ 20,000
U135S	Turriff - Woodlands Crescent	Surface Dressing	7	300	2,040	£ 15,300
U135S	Turriff - Beaconsfield Terrace	Surface Dressing	7	360	1,800	£ 13,500
U135S	Turriff - Woolmill Road	Surface Dressing	7	210	1,000	£ 7,500
U136S	Fetterletter	Preparatory Works	7	200	1,000	£ 28,000
U247C	Oldmeldrum - James Street	Surface Dressing	8	110	341	£ 2,728
		Total		66,641	303,919	£ 3,252,695

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

Item: 6
Page:366

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Resurfacing Reserve List						
A920	Riverside Road Junction, Ellon	HRA Inlay	9	280	1,700	£ 59,500
A947	Queen's Road Turriff (NESTRANS)	HRA Inlay	7	550	4,285	£ 179,970
A947	Towie Turner (NESTRANS)	HRA Inlay	7	600	4,300	£ 180,600
A947	A920 to Greystone	HRA Inlay	8	450	3,000	£ 135,000
A947	Kingoodie to Ardfork	HRA Inlay	8	400	2,857	£ 128,565
A947	Meldrum Roundabout Northwards	Edge Reconstruction	8	1,200	2,500	£ 175,000
A947	Ferniestripe Bend	HRA Inlay	7	160	1,106	£ 82,950
A947	Fyvie, Junction with B9005	HRA Inlay	7	60	600	£ 30,000
B977	Belhelvie	HRA Inlay	8	400	2,500	£ 95,000
B977	B999 East Junction	HRA Inlay	8	50	450	£ 18,900
B9005	South Road jnc with Riverside Road, Ellon	Reconstruction	9	60	425	£ 29,750
U15S	Cuminestown - Garage area at no 99 High Street	Bitmac Overlay	7	50	300	£ 16,500
U26S	Sheiling Tor Slip Roads, Fyvie	Bitmac Inlay	7	190	650	£ 35,750
U135S	Broomhill Road, Turriff	HRA Inlay	7	30	320	£ 17,600
U135S	Turriff - Woodlands	Bitmac Inlay	7	165	990	£ 47,520
U135S	Turriff - Erroll Road	Bitmac Inlay	7	240	1,400	£ 77,000
U185C	Pitmedden - Laurel Cottages	HRA Inlay	8	75	375	£ 18,750
U247C	Oldmeldrum - Commercial Road	Edge Recon	8	360	1,000	£ 40,000
Total				5,320	28,758	£ 1,368,355

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

Item: 6
Page:367

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Formartine Resurfacing Works</u>						
A92	Blackdog Ph 1	HRA	8	1,046	8,368	£ 293,000
B977	Foveran southwards to HRA	Surface Dressing	9	300	2,400	£ 14,400
B977	Aitkenshill	Surface Dressing	8	1,136	9,000	£ 54,000
B977	Foveran to Fountainbleu (Phase 2)	Surface Dressing	9	1,272	8,904	£ 71,500
		Total		3,754	28,672	£ 432,900

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

Item: 6
Page:368
2022/2023
Reserve List

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Footway Reserve List						
Ellon	Craigpark Place	Footway Reconstruction	9	365	400	£ 22,000
Fyvie	Cuminestown Road	Reconstruction	7	40	80	£ 5,600
Oldmeldrum	Urquhart Road	Reconstruction	8	250	500	£ 35,000
Turriff	Balmellie Street Phase III	Reconstruction	7	100	180	£ 10,000
Whiterashes	A947	Reconstruction	8	120	200	£ 18,000
	Total	Total		1,360	360	£ 90,600

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

Item: 6
Page:369

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Drainage Reserve List						
A947	C118S to Andrewsford	Drainage	7			£ 30,000
A947	Meikle Camaloun	Drainage	7			£ 25,000
A947	Turriff to Plaidy (Gullies)	Drainage	7			£ 45,000
B999	Sonach Croft	Drainage	8			£ 35,000
B999	Craigie	Drainage	8			£ 15,000
B9005	Methlick	Drainage	7			£ 25,000
B9170	C18S Junction to Idoch	Drainage	7			£ 50,000
B9170	Barra cottages	Drainage	8			£ 25,000
B9027	Millfield Ph3	Drainage	7			£ 25,000
C37C	Tulloford	Drainage	8			£ 15,000
C45S	Milton of Smithy, Fyvie (Phase 1)	Drainage	7			£ 25,000
U53S	Mill of Crichtie	Drainage	7			£ 15,000
U83B	Waterton	Drainage	9			£ 25,000
		Total				£ 355,000

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

Item: 6
Page:370

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Formartine Energy Reduction Reserve List						
Turriff		Lantern Replacement	7			£126,560
		Total				£126,560
Formartine Capital Improvements Reserve List						
Ellon	Snipe Street Phase III	Lighting Improvement	9			£ 46,780
Newburgh	Laverock Road	Lighting improvement	9			£ 21,640
Turriff	Balmellie Street lanes Phase I	Lighting Improvement	7			£ 19,140
Udny Station	Arn Place	Column Replacement	8			£ 20,440
Balmedie	Forsyth Drive	Column Replacement	8			£ 24,000
Balmedie	Forsyth Road	Column Replacement	8			£ 27,000
Balmedie	Old Mill Crescent	Column Replacement	8			£ 48,000
Ellon	Brentfield Circle path to Morar Court	Column Replacement	9			£ 20,000
Ellon	Craigpark Circle	Column Replacement	9			£ 17,000
Ellon	Eilean Rise	Column Replacement	9			£ 36,000
Ellon	Modley Court	Column Replacement	9			£ 15,000
Ellon	Plover Place	Column Replacement	9			£ 12,000
Ellon	Snipe Street Phase IV	Column Replacement	9			£ 25,000
Ellon	Swan Place	Column Replacement	9			£ 12,000
Fyvie	Leith Drive	Column Replacement	7			£ 45,000
Fyvie	B9005 Beech Row	Column Replacement	7			£ 28,000
Oldmeldrum	Park Lane	Column Replacement	8			£ 12,000
Potterton	Laingseat Road	Column Replacement	8			£ 21,000
Potterton	Denhead Crescent	Column Replacement	8			£ 35,000
Rothienorman	Station Road	Column Replacement	7			£ 22,000
Turriff	Balmellie Street lanes Ph II	Column Replacement	7			£ 28,000
Turriff	Clifton Road	Column Replacement	7			£ 8,000
Turriff	Holmdale Place	Column Replacement	7			£ 6,000
Turriff	Mayfield Road	Column Replacement	7			£ 30,000
Udny Station	Cherry Row	Column Replacement	8			£ 15,000
Udny Station	Chestnut Walk	Column Replacement	8			£ 25,000
Udny Station	Woodlea Gardens	Column Replacement	8			£ 15,000
Udny Station	Woodlea Grove	Column Replacement	8			£ 12,000
		Total				£646,000

Aberdeenshire Council

Integrated Impact Assessment

Roads Capital Works 2022-23

Assessment ID	IIA-000744
Lead Author	Aileen Taylor
Additional Authors	Tom O'Connor
Service Reviewers	Bill Lennox
Subject Matter Experts	Suzanne Rhind
Approved By	Philip McKay
Approved On	Thursday July 21, 2022
Publication Date	Tuesday July 26, 2022

1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

The report considers how the method for identifying roads related capital works schemes can be improved and asks the committee to note the planned capital works for 2022-23.

During screening 1 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 1 out of 5 detailed impact assessments being completed. The assessments required are:

- Town Centres First

In total there are 2 positive impacts as part of this activity. There are 0 negative impacts, all impacts have been mitigated.

A detailed action plan with 1 points has been provided.

This assessment has been approved by philip.mckay@aberdeenshire.gov.uk.

The remainder of this document sets out the details of all completed impact assessments.

2. Screening

Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres?	Yes
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	No
Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources?	No
Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community?	No
Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	No
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy reduce inequality of outcome?	No
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	No

3. Impact Assessments

Children's Rights and Wellbeing	Not Required
Climate Change and Sustainability	Not Required
Equalities and Fairer Scotland Duty	Not Required
Health Inequalities	Not Required
Town Centre's First	No Negative Impacts Identified

4. Town Centre's First Impact Assessment

4.1. Local Factors

Indicator	Positive	Neutral	Negative	Unknown
Town centre assets	Yes			
Footfall		Yes		
Changes to road layouts		Yes		
Parking		Yes		
Infrastructure changes		Yes		
Aesthetics of the town centre		Yes		
Tourism		Yes		
Public safety		Yes		
Town centre business		Yes		
Cultural heritage and identity		Yes		
Social and cultural aspects		Yes		

4.2. Positive Impacts

Impact Area	Impact
Town centre assets	Greater priority will be given to town centre carriageway and footway maintenance.
Town centre assets	Higher priority will be given to carriageway and footway maintenance in the identified town centres.

4.3. Evidence

Type	Source	It says?	It Means?
Internal Consultation	Roads Management Team	That the Town Centre First Policy should be reflected in scheme selection.	That the identified town centres will be prioritised for maintenance work higher than on a purely engineering assessment.

4.4. Overall Outcome

No Negative Impacts Identified.

All proposals reflect the aims of the Town Centre First policy.

5. Action Plan

Planned Action	Details
Development of a data driven roads related scheme prioritisation process.	<p>Lead Officer Aileen Taylor</p> <p>Repeating Activity No</p> <p>Planned Start Wednesday June 08, 2022</p> <p>Planned Finish Monday June 07, 2027</p> <p>Expected Outcome The proposed scheme prioritisation process will better recognise and address the identified town centres' carriageway and footway maintenance requirements.</p> <p>Resource Implications None</p>