



REPORT TO KINCARDINE AND MEARNS 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 8th 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 inform the Service of factors that should be considered when assigning a roads maintenance hierarchy designation to a section of road or footway.**

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 8th 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 8th 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 and 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 disagree
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

**KINCARDINE & MEARN'S
ROADS CAPITAL WORKS
PROGRAMME (RMP)**

2022 - 2023

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

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**2022/2023
Main List**

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

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

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**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)	
Kincardine & Mearns Surface Dressing Schemes							
A93	Jackieshillock to Mains of Drum (between Drumoak & Peterculter)	Prep & Dressing	17	1,400	10,000	£ 100,000	
A93	Joss Quarry access to Park (West of Drumoak)	Prep & Dressing	18	2,200	16,000	£ 160,000	
A957	Durriss Summit to Cryne Corse Road (Spyhill Cottage)	Prep & Dressing	18	1,200	8,000	£ 80,000	
A957	Cowton Bridge to Westerton of Bogheadley	Prep & Dressing	18	2,300	15,000	£ 150,000	
B9120	B966 to Fettercairn	Surface Dressing	19	520	3,000	£ 15,000	
B967	Pitcarles Cottage to Parkneuk (Arbuthnott)	Surface Dressing	19	2,300	14,000	£ 70,000	
B974	Fettercairn to C11K	Surface Dressing	19	3,300	19,800	£ 99,000	
C1K	Hillview west to Cleughhead Kennels	Surface Dressing	18	900	4,500	£ 22,500	
C1K	Elfhill westwards to Tannachie Croft	Surface Dressing	18	2,600	13,000	£ 65,000	
C1K	Smiddy Cottages west to Nether Wyndings Mill	Surface Dressing	18	2,800	14,000	£ 70,000	
C6K	Durie Mains to Bogmuir	Surface Dressing	19	1,900	11,000	£ 55,000	
C7K	Drumtochty Glen (Clatterin Brig to Auchenblae)	Surface Dressing	18	6,700	27,500	£ 137,500	
C7K	The Waters (Auchenblae)	Surface Dressing	18	1,000	5,500	£ 27,500	
C21K	A92 Roadside of Kinneff to Barras C22K junction	Surface Dressing	19	2,600	10,500	£ 52,500	
C34K	Banchory-Devenick	Surface Dressing	17	1,500	6,000	£ 30,000	
C36K	A957 to Balbridie Farm	Surface Dressing	17	1,600	8,800	£ 44,000	
U46K	B9077 to Woodlands of Durriss	Surface Dressing	18	1,400	6,000	£ 30,000	
U65K	Butterywells (Banchory-Devenick)	Surface Dressing	17	2,800	10,000	£ 50,000	
U92K	C5K loop (Nether Craigwell to East Brachmont)	Surface Dressing	18	4,300	15,000	£ 75,000	
U61K	Findon: Middleton to Findon Croft (Quarry Levy part funding)	Preparatory Works	17			£ 40,000	
U94K	A957 Slug Road to Glithno	Preparatory Works	18			£ 25,000	
U98K	Fettercarin to Glenesk	Preparatory Works	19			£ 30,000	
U111K	B966 Castleton Farm to Auchenblae Golf Course	S.D prep (screed)	19			£ 91,000	
U114K	A92 at Bridge of Benholm to C14K	S.D prep (screed)	19			£ 40,000	
A92	North of St Cyrus on bends	Retexture	19			£ 10,000	
A92	Lathallan School Bend	Retexture	20			£ 4,000	
A937	The Newton Farm - bends	Renew High Friction Surfacing (HFS)	19			£ 7,000	
Newtonhill	C24K - approaches to zebra crossing and approaches to mini roundabout at Tesco	Renew High Friction Surfacing (HFS)	17			£ 15,000	
Newtonhill	Newtonhill Road approaches to zebra crossing	Renew High Friction Surfacing (HFS)	17			£ 6,000	
Total					43,320	217,600	£1,601,000

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

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**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Footway Reconstruction</u>						
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

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

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**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Capital Drainage Schemes</u>						
B9077	A90 AWPR flyover eastwards	Drainage Works	17			£ 25,000
B9120	A90 Laurencekirk to Burnton	Drainage Works	19			£ 46,000
C1K	Mains of Haulkerton	Drainage Works	19			£ 16,000
C1K	Mains of Glenfarquhar	Drainage Works	19			£ 15,000
U65K	Butterywells	Drainage Works	17			£ 10,000
U99K	A90 North of Laurencekirk to Haddo	Drainage Works	19			£ 15,000
U150K	Cauldcotts Cottage, near Glenesk	Drainage Works	19			£ 25,000
St Cyrus	Beach Road	Drainage Works	19			£ 15,000
Stonehaven	Barclay Street road channel drainage	Drainage Works	18			£ 60,000
		Total				£ 227,000

**ABERDEENSHIRE COUNCIL
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LIGHTING WORKS**

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Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Energy Reduction Measures</u>						
Auchenblae		Energy Reduction Measures (LED's)				£ 2,875
Catterline		Energy Reduction Measures (LED's)				£ 3,000
Chapelton		Energy Reduction Measures (LED's)				£ 2,000
Fetteresso		Energy Reduction Measures (LED's)				£ 3,875
Fordoun		Energy Reduction Measures (LED's)				£ 4,875
Gourdon		Energy Reduction Measures (LED's)				£ 2,750
Hillside		Energy Reduction Measures (LED's)				£ 3,250
Inverbervie		Energy Reduction Measures (LED's)				£ 23,125
Kinneff		Energy Reduction Measures (LED's)				£ 3,625
Newtonhill		Energy Reduction Measures (LED's)				£ 3,250
Portlethen		Energy Reduction Measures (LED's)				£ 59,875
St Cyrus		Energy Reduction Measures (LED's)				£ 3,125
Stonehaven		Energy Reduction Measures (LED's)				£ 87,500
		Total				<u>£ 203,125</u>
<u>Kincardine & Mearns Column/Cable Replacements - Subject to full Council approval of 2021/22 budget underspend being carried forward</u>						
Marykirk	A937 (Phase 2)	Lighting Improvement	19			£ 24,000
Portlethen	Bruntland Road (North)	Lighting Improvement	17			£ 45,000
Stonehaven	Mill O'Forest Lane - Cruden Terrace (at Fire Station)	Lighting Improvement	18			£ 20,000
Stonehaven	Carronhall	Lighting Improvement	18			£ 13,000
						<u>£ 102,000</u>

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Estimate (£)
<u>Kincardine & Mearns Surface Dressing Reserve List</u>						
A92	Lathallan School to Ryehills (NESTRANS)	Preparatory Work & Surface Dressing	19	1,800	13,000	£ 130,000
A93	Myrebird to Park (NESTRANS)	Surface Dressing	18	2,800	22,000	£ 110,000
A937	Marykirk - Balmedy Burn Bridge to Village Hall through village	Preparatory Work & Surface Dressing	18	500	4,000	£ 20,000
B9077	U59K to City Boundary	Preparatory Work & Surface Dressing	17	2,000	12,400	£ 124,000
B979	Roadside Croft to Glithno	Preparatory Work & Surface Dressing	18	3,600	21,600	£ 216,000
B979	Westside Croft to C5K	Preparatory Work & Surface Dressing	17	1,700	10,000	£ 100,000
B974	Fettercairn to C11K	Preparatory Work & Surface Dressing	19	2,500	12,000	£ 120,000
B9120	Johnshaven junction (C14K) to Pineview (U113K)	Surface Dressing	19	700	4,000	£ 20,000
C2K	Caravan Site Bends	Preparatory Work & Surface Dressing	19	1,000	6,000	£ 60,000
C2K	B966 to Edzell Woods	Preparatory Work & Surface Dressing	19	1,500	9,000	£ 90,000
C7K	A90 to Sootywells	Preparatory Work & Surface Dressing	19	2,300	10,500	£ 60,000
C7K	Sootywells to Woodburn	Surface Dressing	19	900	4,500	£ 22,500
C21K	Nether Pitforthies Farm to Mitton of Barras (including Chapel of Barras spur)	Surface Dressing	19	3,800	13,500	£ 67,500
C34K	Causeyport	Surface Dressing	17	1,375	7,500	£ 37,500
U58K	Duffhill	Surface Dressing	18	1,200	5,000	£ 25,000
U63K	Millbank to C5K	Surface Dressing	17	2,250	8,600	£ 43,000
U63K	Kirkton of Maryculter to Burnhead	Preparatory Work & Surface Dressing	17	1,500	6,000	£ 60,000
U68K	Swanley Road (Scottish Forestry possible part funding)	Surface Dressing	18	6,750	23,500	£ 117,500
U70K	Auquirie Farm crossroads to U152K crossroads	Surface Dressing	18	700	2,800	£ 14,000
U70K	Toucks to Fetteresso	Surface Dressing	18	1,100	4,400	£ 22,000
U71K	A957 to Dunnington Woods Car Park	Prep (screed)	18			£ 60,000
U78K	U78K Ferniebrae to Upper Westown	Preparatory Work & Surface Dressing	17	220	1,200	£ 12,000
U84K	U84K : From C23K to Todhead Lighthouse	Preparatory Work & Surface Dressing	19	1,620	4,900	£ 49,000
U98K	Balfour to Mains of Balfour	Preparatory Work & Surface Dressing	17	230	900	£ 9,000
U98K	From Mains of Balnakettle westwards	Preparatory Work & Surface Dressing	19	920	3,000	£ 30,000
U111K	B966 to Auchenblae	Surface Dressing	19	4,000	12,000	£ 60,000
U112K	Distillery to Nether Thainston	Preparatory Work & Surface Dressing	19	2,000	7,000	£ 70,000
U112K	Nether Thainston to Fasque North Lodge	Preparatory Work & Surface Dressing	19	1,200	4,200	£ 42,000
U113K	Skylark Cottage to Redford Cottage	Preparatory Work & Surface Dressing	19	450	1,400	£ 14,000
U114K	Moathill	Preparatory Work & Surface Dressing	19	850	3,000	£ 30,000
U116K	St Cyrus north Ecclesgrieg	Preparatory Work & Surface Dressing	19	900	3,000	£ 30,000
U117K	St Cyrus north	Preparatory Work & Surface Dressing	19	850	3,000	£ 30,000
U130K	A92 to Eskview	Preparatory Work & Surface Dressing	19	560	2,500	£ 25,000
U144K	A92 to Auchlee Farm	Preparatory Work & Surface Dressing	17	1,900	6,700	£ 67,000
U150K	C2K Glenesk at Angus Boundary to U98K Lochodlaidh	Preparatory Work & Surface Dressing	19	2,500	8,800	£ 88,000
U151K	C1K to Quithel Farm	Preparatory Work & Surface Dressing	19	800	3,300	£ 33,000
U154C	C151C south to Kimberly House	Preparatory Work & Surface Dressing	18	2,500	6,500	£ 65,000
Gourdon	Brae Road - A92 to Braeview	Preparatory Work & Surface Dressing	19	280	1,700	£ 17,000
Laurencekirk	High Street - Blackiemuir Ave to Mearns Academy	Preparatory Work & Surface Dressing	19	1,000	7,300	£ 73,000
Laurencekirk	Blackiemuir Avenue	Preparatory Work & Surface Dressing	19	700	4,200	£ 42,000
Marykirk	Napier Place	Preparatory Work & Surface Dressing	19	180	1,000	£ 10,000
Portlethen	Claymore Avenue	Preparatory Work & Surface Dressing	17	200	1,200	£ 12,000
Portlethen	Ninian Place	Preparatory Work & Surface Dressing	17	280	1,700	£ 17,000

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

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**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Estimate (£)
Stonehaven	East Glebe	Preparatory Work & Surface Dressing	18	550	3,000	£ 30,000
Stonehaven	West Glebe	Preparatory Work & Surface Dressing	18	300	1,700	£ 17,000
Stonehaven	Brickfield Road/Forest Drive	Preparatory Work & Surface Dressing	18	750	3,600	£ 36,000
Total				65,715	297,100	£ 2,427,000

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

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**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Resurfacing Reserve List</u>						
A92	Dual carriageway resurfacing at Stonehaven junction (NESTRANS)	HRA inlay	18	400	7,400	£ 407,000
A92	Johnshaven southbound bus stop at junction southwards (NESTRANS)	HRA inlay	19	200	1,400	£ 77,000
A92	West Park junction, Inverbervie	HRA inlay	19	60	350	£ 19,250
A957	Southeast of Findlayson Bridge	Edge Strengthening	18			£ 12,000
B966	Adam/Eve tree - road widening	Edge Strengthening	19			£ 10,000
B966	Various lengths between Fettercairn and C2K junction	Edge Strengthening	19			£ 80,000
B9120	Johnshaven junction (C14K) to Pineview (U113K)	Bitmac overlay	19	360	2,000	£ 60,000
C7K	Junction with U113K	HRA inlay	19	50	220	£ 12,100
C10K	A92 to Gaupieshaugh	Edge Strengthening	19			£ 30,000
C14K	U114K junction towards Anniston	Bitmac overlay	19	3,070	3,100	£ 93,000
C13K	East of Lairhillock Primary School to Berrytop Farm, Netherley	Edge Strengthening	17			£ 27,000
C34K	C30K to U58K Hare Moss, Duffshill	Edge Strengthening	17			£ 12,000
U74K	Hawkhill Farm	Bitmac overlay	19	400	1,600	£ 48,000
U89K	A90 to AWPR	Bitmac overlay	18	1,200	4,200	£ 126,000
U95K	B974 to B9120	Bitmac overlay	19	1,200	4,150	£ 124,500
U112K	North Lodge	Cold process in-situ recycling	19	300	900	£ 14,400
U117K	West Mathers to Tangleha' Cottages	Cold process in-situ recycling	19	950	2,900	£ 46,400
U119K	C7K junction north east to Davo Mains	Cold process in-situ recycling	19	800	2,400	£ 38,400
U150K	Fettercarin to Glenesk (Balfour)	Cold process in-situ recycling	19			£ 20,000
Portlethen	Muirend Road	HRA inlay	17	350	2,800	£ 154,000
Stonehaven	Thomson Terrace - Ramsay Road to Brichfield Road	HRA inlay	18	170	1,500	£ 82,500
Stonehaven	Kings Road - Ramsay Road to Christie Crescent	HRA inlay	18	270	2,400	£ 132,000
Stonehaven	Robert Street - Bath Street to Duke Street	HRA inlay	18	150	1,600	£ 88,000
Stonehaven	Cowie, south of Beach Road, in front of shops	HRA inlay	18	100	900	£ 49,500
		Total		10,030	39,820	£ 1,763,050

ABERDEENSHIRE COUNCIL
ENVIRONMENT AND INFRASTRUCTURE SERVICES
FOOTWAY WORKS

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2022/2023
Reserve List

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Footway Reserve List</u>						

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

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**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Drainage Reserve List</u>						
B966	C2K near Angus Boundary to Fettercairn various locations	Drainage works	19			£ 80,000
B966	Auchairnie Croft	Drainage works	19			£ 10,000
Auchenblae	C1K-The Waters junction near school	Drainage Works	19			£ 70,000
		Total				£ 160,000

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

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**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Kincardine & Mearns Energy Reduction Reserve List</u>						
<u>Kincardine & Mearns Capital Improvements Reserve List</u>						
Marykirk	A937 (Phase 2)	Lighting Improvement	19			£ 24,000
Portlethen	Bruntland Court (North)	Lighting Improvement	17			£ 45,000
Stonehaven	Mill O'Forest Lane - Cruden Terrace (at Fire Station)	Lighting Improvement	18			£ 20,000
Stonehaven	Cameron Court	Lighting Improvement	18			£ 13,000
Inverbervie	Castle Crescent	Lighting Improvement	19			£ 70,000
Marykirk	A937 (Phase 3)	Lighting Improvement	19			£ 42,000
Newtonhill	Cliff View	Lighting Improvement	17			£ 76,000
Newtonhill	Heathfield Park	Lighting Improvement	17			£ 20,000
Portlethen	Thistle Drive	Lighting Improvement	17			£ 32,000
Portlethen	Mossie Crescent	Lighting Improvement	17			£ 26,000
Stonehaven	St Bridget Crescent	Lighting Improvement	18			£ 24,000
Stonehaven	Riverside Drive (cul-de-sac)	Lighting Improvement	18			£ 16,000
Stonehaven	Mearns Walk	Lighting Improvement	18			£ 15,000
Portlethen	Aspen Way	Lighting Improvement	17			£ 44,000
Portlethen	Claymore Avenue	Lighting Improvement	17			£ 18,000
Stonehaven	Woodcot Lane	Lighting Improvement	18			£ 15,000
Stonehaven	Urie Crescent & Kirk Road	Lighting Improvement	18			£ 56,000
Stonehaven	Farburn Drive	Lighting Improvement	18			£ 46,000
Stonehaven	MacDonald Road	Lighting Improvement	18			£ 20,000
		Total				£622,000

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>