

REPORT TO BUCHAN AREA COMMITTEE – 6 SEPTEMBER 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 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 agree
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

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

2022 - 2023

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

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Resurfacing Works</u>						
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
<u>Buchan Road Strengthening</u>						
A952	Cairnchina - Embankment Strengthening	Road Strengthening	4	500	2,000	£ 94,000
B9170	C125 and C121B Junction Improvement	Road Strengthening	4	N/A	240	£ 50,000
		Total		500	2,240	£ 144,000

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

6

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Rate (£/Sqm)	Estimate (£)
Buchan Surface Dressing Schemes							
A948	Auchnagatt North to U114B	Surface Dressing	4	2,650	17,225	4.75	£ 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	4.75	£ 25,332
A950	Fridayhill (North and South of Bend)	Surface Dressing	4	1,350	9,450	4.75	£ 44,888
A950	A981 to Bruckley Garage	Surface Dressing	4	925	6,475	4.75	£ 30,756
A952	Nether Cortes to Auchmore	Surface Dressing	4	1,220	7,930	4.75	£ 37,668
A952	B9093 to New Leeds	Preparatory Works	4				£ 15,000
A952	B9093 to New Leeds	Surface Dressing	4	1,950	14,625	4.75	£ 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	4.75	£ 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	4.75	£ 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	4.75	£ 60,206
B9029	Deer Road West (30mph to Nethermuir Road), Maud	Surface Dressing	4	750	4,875	4.75	£ 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	4.75	£ 49,875
C38B	A952 to C39B	Surface Dressing	4	4,500	24,750	4.75	£ 117,563
C39B	C38B to Longside School	Surface Dressing	4	3,700	22,200	4.75	£ 105,450
C39B	Inn Brae (Longside School) to A950	Surface Dressing	4	300	1,800	4.75	£ 8,550
C125B	C126B to B9170	Surface Dressing	4	1,350	7,830	4.75	£ 37,193
U6B	A950 to Cryla	Preparatory Works	4				£ 10,000
U6B	A950 to Cryla	Surface Dressing	4	1,542	5,860	4.75	£ 27,835
U22B	Coralhill	Surface Dressing	4	1,200	3,840	4.75	£ 18,240
U25B	A952 eastward to the C26B	Surface Dressing	4/5	2,190	7,008	4.75	£ 33,288
U190B	Skelton Street, Peterhead	Surface Dressing	5	200	1,400	4.75	£ 6,650
A948	Burngrains Crossings (Formartine Boundary)	Preparatory Works	4	70	950	31.58	£ 30,000
A950	Longside Road, Mintlaw	Preparatory Works	4	440	3,080	12.99	£ 40,000
A950	Longside Road, Peterhead	Preparatory Works	4	850	6,800	2.94	£ 20,000
B9033	U22B to C21B Junction	Preparatory Works	5	1,400	7,840	6.38	£ 50,000
C27B	C26B (Ridinghill) to A90T (Phase 1 of 2)	Preparatory Works	4/5	3,100	16,430	3.65	£ 60,000
C39B	HRA at bridge at Station Rd Longside to C5B	Preparatory Works	4	1,500	8,250	5.45	£ 45,000
C48B	Blackhouse Terrace, Peterhead	Preparatory Works	5	203	1,269	11.82	£ 15,000
C48B	Ugie Road (Golf Road to Hay Crescent) - Peterhead	Preparatory Works	5	300	2,190	13.70	£ 30,000
C70B	Smallburn	Preparatory Works	6	750	4,125	16.97	£ 70,000
C77B	Cruden Bay to A90 (Phase 1 of 2)	Preparatory Works	6	2,920	16,060	6.23	£ 100,000
C123B	Main Street, New Deer	Preparatory Works	4	965	7,334	2.05	£ 15,000
U113B	A948 Barrack to C110B	Preparatory Works	4	3,050	12,200	4.10	£ 50,000
			Total	45,885	264,084		£1,501,000

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

6

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Footway Reconstruction</u>						
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	£ 19,000
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	£ 160,000

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

6

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Capital Drainage Schemes</u>						
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			£ 48,000
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						£ 208,000

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

6

**2022/2023
Main List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Rate (£/Sqm)	Estimate (£)
<u>Buchan Energy Reduction Measures</u>							
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
<u>Buchan Column/Cable Replacements - Subject to full Council approval of 2021/22 budget underspend being carried forward</u>							
Peterhead	Skerry Drive and Craignabo Road	Column and cable renewal	6				£ 45,000
Strichen	Mormond Place (Phase 2)	Column and cable renewal	4				£ 45,000
Peterhead	Douglas Crescent, Peterhead	Column Installation and Cable Extention	5				£ 9,500
Peterhead	Rose Avenue, Peterhead	Column Installation and Cable Extention	6				£ 9,500
		Total					£ 109,000

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

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Rate (£/Sq.m)	Estimate (£)
Buchan Surface Dressing Reserve List							
A948	A981 at New Deer to Millton of Auchreddie	Surface Dressing	4	600	3,600	6.11	£ 22,000
A948	Auchreddie Road East, New Deer	Surface Dressing	4	485	3,007	7.65	£ 23,000
A948	Nethermuir to West Mains	Retexturing	4	200	1,260	4.20	£ 5,292
A948	Millton of Auchreddie to Netherton of Auchreddie	Retexturing	4	350	2,380	3.85	£ 9,163
A948	Netherton of Auchreddie	Retexturing	4	430	2,580	2.91	£ 7,500
A948	Moss-Side of Drum Bend	Retexturing	4	350	2,100	2.86	£ 6,000
A948	Auchnagatt (South of Gibseat to Formartine Boundary) - Bends only	Surface Dressing	4	2,000	14,000	4.81	£ 67,340
A950	U132B bend	Retexturing	4	50	335	5.50	£ 1,843
A950	A981 to Bruckley Garage	Surface Dressing	4	800	5,600	5.00	£ 28,000
A950	Aden Park to Mintlaw Academy	Preparatory Work & Surface Dressing	4	450	2,925	8.55	£ 25,000
A950	South of B9093 to U130B	Surface Dressing	4	800	4,960	6.10	£ 30,234
A950	Longside Road, Mintlaw	Preparatory Work & Surface Dressing	4	488	3,572	10.50	£ 37,500
A952	U25B to North Cairnchina	Surface Dressing	4	1,000	6,500	5.97	£ 38,805
A952	Mintlaw to C51B	Preparatory Work & Surface Dressing	4	1,500	10,800	5.66	£ 61,128
A952	Ardallie School Bends (C101B (Previous SD through Ardallie) to MP136)	Surface Dressing	4	1,130	7,345	5.00	£ 36,725
A975	Chapelhill to Cruden Bay (Claymore Homes)	Surface Dressing	6	2,334	12,947	5.00	£ 64,735
A975	Formartine Bdry to Chapelhill	Surface Dressing	6	2,500	15,000	5.00	£ 75,000
A981	Bend at the C136B junction	Retexturing	4	1,370	8,905	0.57	£ 5,040
A981	Artamford crossroads to HRA at New Deer	Surface Dressing	4	700	4,340	5.99	£ 26,000
A981	South of F&B way at bend near Authorthie	Retexturing	4	200	1,200	5.50	£ 6,600
A981	Water Street & North End of High Street, Strichen	Surface Dressing	4	560	4,200	5.00	£ 21,000
B9029	A981 at Artamford crossroads to Maud	Surface Dressing	4	1,750	10,500	2.76	£ 29,000
B9030	Stuartfield - 28 Burnett Street, The Square, Mill Street to C97B.	Preparatory Works	4	460	4,140	4.59	£ 19,000
B9030	Stuartfield - Burnett Street, The Square, Mill Street	Surface Dressing	4	800	7,200	5.00	£ 36,000
B9033	U20B to C21B Junction	Surface Dressing	5	4,500	25,200	5.00	£ 126,000
B9093	Meadowhill to Parkvale	Surface Dressing	4	770	4,697	3.25	£ 15,265
B9093	Lambhill to Middlemuir	Preparatory Works	4	1,500	9,150	10.38	£ 95,000
B9093	Lambhill to Middlemuir	Preparatory Works	4	1,500	9,150	3.25	£ 94,076
B9106	Station Road (Victoria Road to The Square), Maud,	Surface Dressing	4	165	1,300	3.25	£ 4,225
B9170	A948 at New Deer crossroads south to 30mph limit	Preparatory Work & Surface Dressing	4	231	1,979	8.67	£ 17,164
B9178	A90T to Asco Yard	Preparatory Works	6	1,375	10,313	15.51	£ 160,000
B9178	A90T to Asco Yard	Surface Dressing	6	1,000	7,500	5.33	£ 40,000
C2B	Forrest of Deer, White Cow Woods - (STTS works)	Preparatory Works	4	70	200	20.00	£ 4,000
C4B	A952 to Fetterangus (South East from Fetterangus)	Preparatory Works	4	141	912	10.96	£ 10,000
C4B	A952 to Fetterangus (South East from Fetterangus)	Surface Dressing	4	141	912	6.03	£ 5,500
C27B	C26B (Ridinghill) to A90T	Surface Dressing	4/5	3,100	16,430	4.87	£ 80,072
C29B	C28B to C27B	Surface Dressing	4	2,307	7,152	4.00	£ 28,588
C32B	Kirkton, St Fergus, (30mph to U33B)	Surface Dressing	5	410	2,830	3.53	£ 10,000
C38B	A952 to C70B	Surface Dressing	4	1,550	9,300	10.75	£ 100,000
C38B	C39B to C56B	Preparatory Work & Surface Dressing	4	3,450	18,975	4.46	£ 84,628
C38B	C56B to U59B	Preparatory Work & Surface Dressing	4/5	1,900	8,360	6.23	£ 52,114
C38B	U52B to C39B	Surface Dressing	4	1,600	9,600	5.00	£ 48,000
C38B	U59B to A90T	Preparatory Work & Surface Dressing	5	2,200	12,100	5.80	£ 70,180
C38B	C56B Junction Improvement	Preparatory Works	4	60	280	35.00	£ 25,000
C39B	Longside School to A950	Preparatory Work & Surface Dressing	4	400	2,400	14.58	£ 35,000
C39B	C38B to South of Longside Cemetary	Surface Dressing	4	1,790	10,740	4.66	£ 50,000
C39B	HRA at bridge at Station Rd Longside to C5B	Surface Dressing	4	1,790	10,740	4.66	£ 50,000
C43B	A950 to U44B	Surface Dressing	5	1,900	9,500	3.98	£ 37,810
C48B	Charlotte Street, Bath Street, Lodge Walk, Harbour Street, Peterhead	Preparatory Work & Surface Dressing	5	807	6,624	17.73	£ 117,464
C48B	Blackhouse Terrace, Peterhead	Preparatory Work & Surface Dressing	5	203	1,269	6.67	£ 8,470
C48B	Ugie Road (Golf Road to Hay Crescent) - Peterhead	Preparatory Works	5	300	2,190	6.85	£ 15,000
C48B	Ugie Road (Golf Road to Hay Crescent) - Peterhead	Surface Dressing	5	300	2,190	4.57	£ 10,017
C48B	Ugie Road (Hay Crescent to Victoria Road) - Peterhead	Surface Dressing	5	372	2,642	8.53	£ 22,526
C48B	Old South Road - Peterhead	Preparatory Works	6	570	3,705	8.10	£ 30,000
C51B	Knock Street , Stuartfield	Surface Dressing	4	866	6,408	6.16	£ 39,500
C56B	TRA90 to Stoneyhill Quarry (Phase 2 of 4) - (Screeding Preps)	Preparatory Works	4	2,300	5,040	18.67	£ 94,116
C56B	TRA90 to Stoneyhill Quarry - (SD)	Surface Dressing	4	2,300	14,490	4.50	£ 65,205
C60B	U61B to TR A90	Preparatory Works	6	1,335	4,672	1.07	£ 5,000
C64B	C56B to TR A90	Preparatory Works	6	5,467	19,681	0.25	£ 5,000
C70B	C38B to MP136	Preparatory Work & Surface Dressing	6	2,100	8,190	12.09	£ 99,058
C70B	Hatton to Greenheads	Preparatory Works	4	2,500	11,000	6.73	£ 74,000
C70B	U73B to Hatton	Preparatory Works	6	3,700	16,650	£3.98	£ 66,267
C72B	Main Street, Hatton (MP153 to No34)	Surface Dressing	6	150	900	£3.25	£ 2,925
C77B	Cruden Bay to A90T (Phase 1 of 3)	Preparatory Works	6	2,460	12,300	2.85	£ 35,000
C90B	A952 to Upper Hawkhilllock farm	Preparatory Works	4	339	1,695	£2.95	£ 5,000
C90B	A952 to Formartine boundary	Surface Dressing	4	2,720	17,136	5.37	£ 92,000
C101B	C97B to U101B	Preparatory Works	4	980	3,528	5.67	£ 20,000
C101B	C97B to U101B	Surface Dressing	4	988	4,150	3.71	£ 15,392
C103B	B9029 to U103B (Phase 1 of 2)	Preparatory Works	4	1,150	5,520	16.86	£ 93,054

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

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sq.m)	Rate (£/Sq.m)	Estimate (£)
C104B	Castle Road to A981	Surface Dressing	4	2,500	15,250	5.46	£ 83,200
C123B	Main Street, New Deer	Surface Dressing	4	870	6,743	5.00	£ 33,713
C125B	C126B to B9170	Surface Dressing	4	1,580	8,690	5.00	£ 43,450
C125B	C127B to C126B	Surface Dressing	4	2,150	11,825	5.50	£ 65,037
C126B	C125B to C123B at New Deer	Preparatory Work & Surface Dressing	4	2,244	10,771	5.20	£ 56,000
U3B	"Cabra" west to A952	Surface Dressing	4	1,868	5,604	4.13	£ 23,132
U6B	Whole length	Preparatory Work & Surface Dressing	4	1,470	4,851	7.52	£ 36,496
U7B	Market Terrace, Strichen (High Street to North Street)	Surface Dressing	4	61	530	3.25	£ 1,723
U9B	C10B to East Cockmuir	Preparatory Work & Surface Dressing	4	1,495	5,233	4.59	£ 24,000
U20B	A90 to B9033	Surface Dressing	4/5	1,134	5,783	6.74	£ 39,000
U25B	C26B to A90	Surface Dressing	4/5	1,120	4,300	3.49	£ 15,000
U30B	200m from C5B for 100m	Surface Dressing	5	100	410	11.84	£ 4,854
U31B	A90 to U35B	Preparatory Work & Surface Dressing	4	3,110	10,574	6.94	£ 73,346
U33B	Hillcrest north to Kirktown, St Fergus	Surface Dressing	5	2,300	7,475	3.95	£ 29,552
U33B	St Fergus to Newseat	Surface Dressing	5	720	2,160	3.00	£ 6,480
U33B	C5B northwards to Hillcrest	Surface Dressing	5	610	1,950	1.03	£ 2,000
U40B	B9030 eastwards	Preparatory Works	4	1,236	5,191	0.96	£ 5,000
U50B	Tortorston Drive, Blackhills, Peterhead	Preparatory Work & Surface Dressing	5	105	654	11.39	£ 7,452
U52B	A952 to C39B	Preparatory Work & Surface Dressing	4	2,102	8,408	5.57	£ 46,855
U52B	A952 to C101B	Preparatory Work & Surface Dressing	4	3,570	11,424	5.55	£ 63,406
U54B	A950 to Tiffery	Surface Dressing	4	708	2,903	6.06	£ 17,580
U55B	Whole length	Surface Dressing	4	3,625	18,125	5.40	£ 97,800
U61B	Whole length	Surface Dressing	5 / 6	1,704	8,520	6.10	£ 52,000
U65B	C60B to Redleys farm	Preparatory Works	6	715	2,145	17.37	£ 37,268
U68B	Whole length	Preparatory Works	6	2,710	11,653	0.43	£ 5,000
U69B	A90T to Hardslacks	Preparatory Work & Surface Dressing	6	2,195	7,683	5.21	£ 40,000
U74B	A952 to Rowanlea	Surface Dressing	6	600	1,860	5.15	£ 9,575
U75B	Whole Length	Surface Dressing	6	915	3,294	4.59	£ 15,131
U76B	U77B to A975	Surface Dressing	6	1,350	6,075	3.73	£ 22,664
U78B	John Buchan Drive & Cantly Court, Cruden Bay	Surface Dressing	6	308	1,694	11.04	£ 18,700
U80B	A975 to South Hay Farm	Surface Dressing	6	2,109	10,756	5.82	£ 62,620
U94B	From A952 for 400m - Screeding	Preparatory Works	4	400	1,400	14.00	£ 19,600
U94B	Whole length	Surface Dressing	4	3,308	16,870	5.45	£ 91,900
U113B	Whole length	Surface Dressing	4	2,812	14,341	5.56	£ 79,800
U114B	Whole length	Surface Dressing	4	2,820	14,382	5.56	£ 80,000
U115B	Whole length	Surface Dressing	4	2,108	10,751	5.82	£ 62,600
U122B	Whole length	Surface Dressing	4	2,082	10,618	5.84	£ 62,000
U129B	Whole length	Surface Dressing	4	4,352	22,195	5.28	£ 117,288
U134B	Market Place, New Pitsligo	Preparatory Work & Surface Dressing	4	60	366	15.30	£ 5,600
U153B	Park Crescent, Maud	Surface Dressing	4	124	843	17.73	£ 14,950
U155B	Rora Moss - (STTS works)	Preparatory Works	4	233	700	28.57	£ 20,000
U161B	Fordyce Avenue, New Deer	Surface Dressing	4	157	801	183.83	£ 147,250
U162B	Anderson Drive and Burgess Drive, Longside	Surface Dressing	4	191	1,241	13.46	£ 16,700
U163B	Gordon Street, St.Combs	Surface Dressing	5	390	2,847	8.34	£ 23,750
U165B	Earl's Court Boddam	Surface Dressing	6	145	812	£6.73	£ 5,462
U165B	Skerry Park, St.Helena Court and View Gardens including Garages, Boddam	Surface Dressing	6	464	2,691	8.58	£ 23,100
U165B	Church Place, Boddam	Surface Dressing	6	77	478	20.29	£ 9,700
U165B	Dundonnie Street and Garages, Boddam	Surface Dressing	6	135	1,755	10.80	£ 18,950
U165B	Manse Place, Boddam	Surface Dressing	6	117	573	23.95	£ 13,725
U168B	Northfield Gardens, Hatton	Surface Dressing	6	300	2,400	9.29	£ 22,300
U182B	School Street (New Pitsligo) to U130B	Preparatory Works	4	4,300	13,760	2.91	£ 40,000
U190B	York Street, Peterhead, (St.Peter Street to King Street)	Surface Dressing	5	173	1,920	10.78	£ 20,700
U190B	York Street, Peterhead, (Landale Road to Catto Drive - Various sections)	Preparatory Work & Surface Dressing	5	173	1,920	15.63	£ 30,000
U190B	Station Road, Peterhead, (Constitution Street to York Street)	Surface Dressing	6	280	2,212	9.69	£ 21,445
U190B	Skerry Drive, Peterhead	Surface Dressing	6	437	2,400	3.25	£ 7,800
U190B	Love Lane (Maiden Street to Charlotte Street), Peterhead	Preparatory Work & Surface Dressing	5	38	289	42.79	£ 12,367
U190B	Morven Crescent, Peterhead	Surface Dressing	5	280	1,600	3.28	£ 5,250
U190B	Meethill Road, Peterhead	Surface Dressing	6	395	2,963	5.50	£ 16,280
U190B	Makenzie Crescent, Peterhead	Surface Dressing	6	461	2,305	9.70	£ 22,363
U190B	Merchant Street, Peterhead	Surface Dressing	5	218	1,417	13.76	£ 19,500
U190B	Monument Close, Peterhead	Surface Dressing	6	312	1,834	11.07	£ 20,300
U190B	Pusey Place, Peterhead	Surface Dressing	6	230	1,380	13.26	£ 18,300
U190B	Skelton Street	Preparatory Works	5	200	1,840	8.15	£ 15,000
U190B	West Road (Copelandhill Road to Glendale Road)	Preparatory Work & Surface Dressing	5	415	2,622	11.23	£ 29,448
U190B	St. Mary's Street, Peterhead - (existing SMA)	Surface Dressing	5	350	3,675	5.44	£ 20,000
U190B	Matthew Drive, Peterhead	Preparatory Work & Surface Dressing	5	300	2,250	7.87	£ 17,710
U190B	South Road (Service Road), Peterhead	Surface Dressing		345	1,898	5.87	£ 11,146
U190B	Clerkhill Road and Clerkhill Place	Preparatory Works	6	780	6,240	3.21	£ 20,000
		Total		164,310	840,218		£ 5,059,839

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

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Resurfacing Reserve List</u>						
A948	Crowiehillock to B9030 Auchnagatt	HRA Surfacing	4	650	4,225	£ 119,583
A948	Mill of Elrick	Road Strengthening	4	800	6,400	£ 256,000
A950	High Street, New Pitsligo	Road Strengthening	4	600	4,800	£ 192,000
A950	U63B east to Downiehills Farm	HRA Surfacing	4	830	5,893	£ 149,017
A950	Fridayhill (Possible NESTRANS Scheme)	HRA Inlay & Anti Skid Surface	4	300	1,950	£ 97,500
A950	Longside Road, Mintlaw	HRA Surfacing	4	475	3,591	£ 144,324
A952	Mintlaw Roundabout	HRA Surfacing	4	270	4,800	£ 150,000
A950	Station Road, Mintlaw (Phase 1 of 2)	HRA Surfacing	4	383	2,719	£ 114,539
A950	Station Road, Mintlaw (Phase 2 of 2)	HRA Surfacing	4	342	2,496	£ 92,096
A950	Longside Road, West Road Peterhead Roundabout	HRA Surfacing	5 & 6	100	1,400	£ 42,000
A950 / A952	Mintlaw Roundabout	HRA Inlay	4	270	4,800	£ 150,000
A952	Toll of Birness junctions	HRA Surfacing	4	246	1,400	£ 45,250
A952	Mintlaw Square northwards to C5B (Phase 2 of 2)	HRA Surfacing	4	660	4,488	£ 96,043
A975	Chapelhill	HRA Inlay & Anti Skid Surface	4	200	1,200	£ 60,000
A981	B9028 Junc to 30mph Fordyce Terrace New Deer	HRA Surfacing	4	800	5,200	£ 156,000
A981	Strichen Mains	HRA Inlay & Anti Skid Surface	4	250	1,625	£ 81,250
A982	Kirk Street / South Road Roundabout	HRA Surfacing	6	200	2,500	£ 75,000
B9030	Burnett Street - No37 to The Square, Stuartfield	Thin Surfacing	4	250	1,750	£ 48,000
B9093	Willows Animal Sactury to Whitehill Croft	Bitmac Overlay	4	1,500	10,500	£ 50,000
C4B	Pitfour Crescent, North Place, Fetterangus	Thin Surfacing	4	445	2,447	£ 62,750
C38B	Kirk Street Remedials	HRA Surfacing	5	50	200	£ 5,000
C38B	Kinmundy Road (Meethill Road to ARD Site (Delayed due to possible School Plans)	HRA Inlay	5	760	5,320	£ 159,600
C48B	Charlotte Street, Bath Street, Lodge Walk, Harbour Street, Peterhead	HRA Inlay	5	600	4,441	£ 187,000
C56B	TR A90 to Stoneyhill Quarry (Phase 1 of 5)	Bitmac Surfacing	6	500	2,700	£ 70,000
C56B	TR A90 to Stoneyhill Quarry (Phase 2 of 5)	Bitmac Surfacing	6	500	2,700	£ 70,000
C64b	Burnhead Northwards for 400m	Bitmac Surfacing	6	400	2,400	£ 64,800
U9B	C10B past Farmley Eggs	HRA Overlay	4	1,000	3,500	£ 125,000
U163B	West Park/Corskelly Place, St Combs	Thin Surfacing	5	538	2,959	£ 85,250
U190B	Longate Carpark, Peterhead	HRA Surfacing	5	45	540	£ 23,750
Total				13,964	98,944	£ 2,971,752

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

6

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Footway Reserve List</u>						
Auchnagatt	A948 (East Footway)	Reconstruction	4	115	196	£ 18,351
Boddam	Rocksley Drive, TRA90 to Queens Walk	Reconstruction	6	413	661	£ 62,000
Boddam	Rocksley Drive, TRA90 to Queens Walk	Slurry Seal Preps	5	541	866	£ 18,685
Boddam	Rocksley Drive, TRA90 to Queens Walk	Slurry Seal	5	541	866	£ 4,475
Boddam	Claymore Crescent, Rocksley Drive (Phase 1)	Reconstruction	6	400	680	£ 50,000
Boddam	Claymore Crescent, Rocksley Drive (Phase 1)	Slurry Seal Preps	6	378	680	£ 4,447
Boddam	Claymore Crescent, Rocksley Drive (Phase 1)	Slurry Seal	6	378	680	£ 3,683
Boddam	Skerry Park - Whole Length	Slurry Seal Preps	6	405	660	£ 4,000
Boddam	Skerry Park - Whole Length	Slurry Seal Preps	6	516	877	£ 17,295
Boddam	Skerry Park - Whole Length	Slurry Seal	6	516	877	£ 4,524
Cruden Bay	Chapel Road, Golf Road & John Buchan Drive	Slurry Seal Preps	6	1,331	2,396	£ 16,820
Cruden Bay	Chapel Road, Golf Road & John Buchan Drive	Slurry Seal Preps	6	1,331	2,396	£ 11,041
Fetterangus	Gavel Court - Whole Length	Footway Reconstruction	4	207	385	£ 19,159
Fetterangus	Gavel Street (Number 43 to 49)	Slurry Seal Preps and Slurry Seal	4	88	221	£ 3,000
Hatton	Hatton Farm Gardens (Number 47 to 63)	Footway Reconstruction	6	60	108	£ 20,000
Hatton	Hatton Farm Gardens	Slurry Seal	6	1,455	2,692	£ 12,000
Longside	Main Street - Market Street to Station Road (North Footway)	Footway Reconstruction	4	204	375	£ 32,941
Longside	Main Street - Market Street and Station Ends	Footway Reconstruction	4	136	280	£ 25,432
Maud	Springfield Gardens - Whole Length	Slurry Seal Preps	4	200	340	£ 6,290
Maud	Springfield Gardens - Whole Length	Slurry Seal	4	200	340	£ 2,220
Maud	Henry Lane	Slurry Seal Preps	4	380	608	£ 18,063
Maud	Henry Lane	Slurry Seal	4	380	608	£ 2,371
Mintlaw	Aden Gardens / Aden Circle	Slurry Seal Preps	4	896	1,702	£ 16,429
Mintlaw	Aden Gardens / Aden Circle	Slurry Seal	4	896	1,702	£ 8,063
Mintlaw	Artlaw Crescent, Bain Crescent, Bain Place, Bain Drive, Davidson Drive, James Mitchell Place, Mormond Crescent, Dronston Drive, Ugie Drive, Pitfour Place	Slurry Seal	4	4,410	7,939	£ 30,962
Mintlaw	Quarry Road, Quarry Place & Newlands Road	Slurry Seal Prep	4	1,505	2,860	£ 26,181
Mintlaw	Quarry Road, Quarry Place & Newlands Road	Slurry Seal	4	1,505	2,860	£ 13,031
Mintlaw	Woodland Place, Woodland Crescent & Park View	Slurry Seal Prep	4	1,556	2,645	£ 12,812
Mintlaw	Woodland Place, Woodland Crescent & Park View	Slurry Seal	4	1,556	2,645	£ 12,109
New Deer	Auchreddie Road East (South Footway)	Slurry Seal Preps	4	282	480	£ 8,845
New Deer	Auchreddie Road East (Both Footways)	Slurry Seal	4	565	960	£ 3,744
New Deer	Auchreddie Road West (South Footway)	Slurry Seal Preps	4	170	272	£ 5,006
New Deer	Auchreddie Road West (South Footway)	Slurry Seal	4	170	272	£ 1,060
New Pitsligo	Hillside	Slurry Seal Preps	4	205	410	£ 20,405
New Pitsligo	Hillside	Slurry Seal	4	205	410	£ 1,599
New Pitsligo	Clinton Crescent (Phase 2 of 2)	Slurry Seal Preps	4	560	952	£ 17,000
New Pitsligo	Clinton Crescent	Slurry Seal	4	560	952	£ 3,712
Old Deer	The Bridge	Footway Reconstruction	4	40	120	£ 9,993
Peterhead	Catto Drive (Windmill Road to Catto Playing Fields)	Slurry Seal Preps	5	578	1,040	£ 8,229
Peterhead	Catto Drive (Windmill Road to Catto Playing Fields)	Slurry Seal	5	578	1,040	£ 5,225

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

6

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Peterhead	Longate (Footway and Car Park near Shop)	Footway Reconstruction	5	55	165	£ 15,262
Peterhead	Meethill Road (Berryden North to Berryden South)	Slurry Seal Prep	6	990	1,979	£ 10,055
Peterhead	Meethill Road (Berryden North to Berryden South)	Slurry Seal	6	990	1,979	£ 9,252
Peterhead	Narrow Lane - Whole Length	Reconstruction	5	68	82	£ 13,500
Peterhead	North Road (Iona Avenue to Waterside Road)	Footway Reconstruction	5	387	716	£ 62,000
Peterhead	Prunier Drive	Slurry Seal Prep	6	1,738	3,476	£ 26,031
Peterhead	Prunier Drive	Slurry Seal	6	1,738	3,476	£ 15,674
Peterhead	St Mary Street (St Peter Street to King Street) Phase 1 of 3)	Footway Reconstruction	5	344	792	£ 22,000
Peterhead	Raasay Road (Arran Avenue to Iona Avenue)	Slurry Seal Preps	5	393	707	£ 11,899
Peterhead	Raasay Road (Arran Avenue to Iona Avenue)	Slurry Seal	5	393	707	£ 3,797
Peterhead	York Street (Landale Road to Station Road)	Reconstruction	5	272	680	£ 41,750
Peterhead	Waterside Road & Place	Footway Reconstruction	5	388	647	£ 41,500
Strichen	North Street (West Street to Market Terrace)	Reconstruction	4	455	910	£ 60,000
Strichen	Sleigh Crescent and Mormond Place	Slurry Seal Preps	4	330	528	£ 7,347
Strichen	Sleigh Crescent and Mormond Place	Slurry Seal	4	330	528	£ 2,059
Stuartfield	The Square (North East Side)	Footway Reconstruction	4	29	55	£ 8,440
Stuartfield	The Square (South West side)	Footway Reconstruction	4	43	114	£ 9,469
Stuartfield	Windhill Street (North Side)	Footway Reconstruction	4	57	160	£ 13,160
Stuartfield	Windhill Street (South Side)	Footway Reconstruction	4	42	76	£ 7,904
Stuartfield	Burnett Street (Number 6 to Number 20 - East Side)	Footway Reconstruction	4	79	211	£ 22,854
		Total		35,533	65,041	£ 965,155

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

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
Buchan Drainage Reserve List						
A952	C72B to Half Way House (Install Gullies) - <i>Confirm Defect Number 66857</i>	Drainage Improvements	4			£ 20,000
A952	MP136 to C72B (Install Gullies)	Drainage Improvements	4			£ 20,000
A952	Formartine & Buchan Way (South of Cortes Junction)	Drainage Improvements	4			£ 20,000
A975	Broadmuir North East to C80B (Install Gullies and Drainage - <i>Confirm Defect Number 118425</i>)	Drainage Improvements	6			£ 25,000
B9170	New Deer to Formartine Boundary - <i>Confirm Defect Number 97896</i>	Drainage Improvements	4			£ 20,000
C27B	C29B to A90T (SD Preps)	Drainage Improvements	4			£ 30,000
C28B	A952 to C29B (SD Preps)	Drainage Improvements	4			£ 20,000
C10B	U9B towards Strichen	Drainage Improvements	4			£ 10,000
C28B	Burnside Farm	Drainage Improvements	5			£ 15,000
C43B	A950 to U44B	Drainage Improvements	4			£ 30,000
C64B	West Gask to Sunnybrae Access Road	Drainage Improvements	6			£ 5,000
C72B	Hatton to A952	Drainage Improvements	4/6			£ 10,000
C104B	Whole Length (Phase 1 of 2)	Drainage	4			£ 35,400
U19B	Cairness (Phase 2)	Drainage Improvements	4			£ 20,000
U190B	West Road (Access Road)	Drainage Improvements	5			£ 8,000
Old Deer	Abbey View	Drainage Improvements	4			£ 3,500
		Total				£ 291,900

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

**2022/2023
Reserve List**

Road No or Community	Location	Description	Ward(s)	Length (m)	Area (Sqm)	Estimate (£)
<u>Buchan Energy Reduction Reserve List</u>						
All	Varous	Wattage Reduction				£ 153,000
		Total				£ 153,000
<u>Buchan Capital Improvements Reserve List</u>						
Peterhead	Skerry Drive and Craignabo Road	Column and cable renewal	6			£ 45,000
Strichen	Mormond Place (Phase 2)	Column and cable renewal	4			£ 45,000
Peterhead	Douglas Crescent, Peterhead	Column Installation and Cable Extention	5			£ 13,000
Peterhead	Rose Avenue, Peterhead	Column Installation and Cable Extention	6			£ 13,000
Boddam	Claymore Crescent (Phase 2)	Column and cable renewal	6			£ 30,000
Peterhead	Broad Street	Column and cable renewal	5			£ 50,000
Peterhead	Catto Drive (Phase 2)	Column and cable renewal	5			£ 31,500
Peterhead	Skerry Drive/Craignabo Road	Column and cable renewal	6			£ 45,000
Peterhead	Kirkburn Drive/Station Pl/Academy Place, (Phase 1)	Column and cable renewal	5			£ 20,000
Strichen	Mormond Place	Column and cable renewal	4			£ 20,000
		Total				£ 312,500

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>

Aberdeenshire Council, Infrastructure Services, Roads & Landscape Services
 Road Maintenance Programme (RMP)
 Maintenance Processes – Brief Descriptions

RMP Heading	Treatment	Description
Resurfacing	Asphalt (HRA)	Bitumen based surface course usually laid to a depth 40 to 50mm. This is a hard wearing surface that is used mainly on high speed roads or at junctions where there is a high level of stress on the surface from turning traffic.
	Bitmac	A bitumen macadam surface course usually, laid to a depth of between 50 and 70 mm, is used on lower trafficked roads usually where there is significant deformation of the existing surface.
	Thin Surfacing	Also known as SMA (Stone Mastic Asphalt) is a bitumen macadam wearing course designed to be laid in a thin layer up to 25 mm thick. Usually this material is laid in urban locations to avoid having to alter the existing kerb lines
	Micro Surfacing	A very thin surfacing treatment laid up to 15mm thick and is useful where the existing road structure is generally sound and to an acceptable profile. A fast operation that helps to minimise disruption. This treatment is susceptible to poor weather during the laying process or early in its life.
Surface Dressing		Surface dressing is a process where a thin film of hot bitumen emulsion is spread on the existing surface and then a layer of dry uncoated chippings are spread over the bitumen film. This process provides a cost effective method of maintaining basically sound roads while improving the surface texture. On high speed roads or where there is heavy turning traffic a higher specification of the bitumen emulsion and chipping helps to reduce damage and improve skid resistance

Footways	Slurry Seal	A technique similar to Micro Surfacing on roads where a thin layer of “slurry” of bitumen emulsion and small chippings is applied to pavements that is generally sound. It also provides an aesthetic improvement where, for example, there have been a number of service tracks excavated in the surface.
	Reconstruction	In terms of footways this process, that often involves renewing road kerbs, is undertaken when the footway surface is reaching the end of its useful life. The reconstruction usually involves replacing the footpath bottoming and its bitumen macadam surface.
Other Works	Haunching (Road Edge Reconstruction)	This method is used where the majority of the road structure is sound but there is considerable damage along the road edge, often caused by vehicles using the verge to pass oncoming traffic. The process involves a full depth reconstruction of the damaged area of surfacing and reinstating the verge. Sections of road where edge reconstruction has been carried out are often surfaced dressed the following year.