

REPORT TO KINCARDINE & MEARN'S AREA COMMITTEE – 22 JANUARY 2019

UPDATE ON SERVICE RESPONSE TO 2 PETITIONS FROM LOCAL GROUPS RELATING TO WINTER MAINTENANCE

1 Recommendations

1.1 The Committee is recommended to;

Note the further information provided by the Head of Roads and Landscape Services in relation to the Winter Maintenance Operational Plan and two petitions.

2 Background / Discussion

2.1 The Council's road's Winter Service provision is governed by our Winter Maintenance Operational Plan. This document ensures that we provide a consistent service to all our road users, across the entire Aberdeenshire area. This further update report is being presented to Kincardine and Mearns Area Committee following two petitions submitted by local groups relating to Winter Maintenance in the North Kincardine area. A report was considered by the Committee on 26 June 2018 which asked the Committee to note the outcomes of the Infrastructure Services Committee Winter Report and to note and comment on priority route scoring at two particular locations. The Committee agreed to note the outcome of the Winter Report and also made specific comments on the priority route scoring at the two locations referred to and asked that a further report be brought back to Committee which would include: -

- What work has been undertaken, what can be done, and a logical reason offered for decisions taken,
- Description of what is meant by, priority 3,
- Consideration given to the route being used by DVLA as a test route,
- Maps of roads and detail of area covered for future reports,
- Consideration given to the speed at which people drive on the U63K and C34K, particularly the final stretch being a steep slope joining the South Deeside Road,
- Instruct Officers to make contact with the Petitioners giving an update on the proceedings and findings thus far.

2.2 What work has been undertaken, what can be done, and a logical reason offered for decisions taken.

- 2.2.1 Regarding the C34K road, the Roads service have recently carried out remedial works relating to the surface water drainage. The only outstanding aspect is the discharge of water onto the public road from the Forestry car park. Correspondence from the Forestry Commission indicates that it does not belong to them. Therefore, we may need to obtain landowner information to allow us to serve an appropriate Roads (Scotland) Act 1984 notice regarding the discharge of water onto the public road. A relatively simple fix would be for the landowner to install a suitably sized drainage channel across the car park access to intercept any surface water discharge onto the road.
- 2.2.2 Regarding the U63K road, Roads are considering various engineering proposals regarding how we intend to deal with the surface water drainage (new gully installation, and repositioning of existing gully), and also the verge/road edge kerbing, on the inside of the bend to help channel the surface water into the gullies, which will also help prevent the erosion of the narrow road verge and road edge. These works are expected to be completed around the middle to end of February 2019.
- 2.3 Description of what is meant by Priority 3.
- 2.3.1 Priority 1 is proactive pre-treatment, Priority 2 is reactive treatment to specific roads, and Priority 3 treatment is carried out if required, and only after all Priority 1 and Priority 2 route treatments are completed. Priority 3 treatment would only take place in a prolonged period of severe winter weather, usually after a continuous 48-hour period of winter weather.
- 2.4 Consideration given to the route being used by DVLA as a test route.
- 2.4.1 This decision is out with control of the Roads Authority. It is a public adopted road, therefore there are no restrictions on this being used as a DVLA route.
- 2.5 Maps of roads and detail of area covered for future reports.
- 2.5.1 I can confirm that better, more informative maps, will be provided, for the Committee, in relation to future reports.
- 2.6 Consideration given to the speed at which people drive on the U63K and C34K, particularly the final stretch being a steep slope joining the South Deeside Road.
- 2.6.1 These are rural roads with national speed limits in place. There are no plans at present to implement lower speed limits. Ultimately speeding traffic is a matter for Police Scotland.
- 2.7 Instruct Officers to make contact with the Petitioners giving an update on the proceedings and findings thus far.
- 2.7.1 Regarding the C34K road, we have had considerable dialogue with Karen Hennigan, the petitioner, as well as a site drive through with Karen. The proposal to take action in relation to the drainage issues along the C34K were well received by Karen Hennigan.
- 2.7.2 Regarding the U63K road, we have tried on several occasions to contact Paul Chang, the petitioner, both by telephone and also visiting his property, without success. It is unclear at this point as to why we have been unable to make direct contact.

2.8 Winter Maintenance Operational Plan.

- 2.8.1 In terms of the Plan, work is still ongoing in relation to longer terms changes to our approach to winter maintenance, as agreed at Infrastructure Services Committee on 26 June 2018. It is proposed that the majority of these changes will be implemented in time for winter season 2019.
- 2.9 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.

3 **Scheme of Governance**

- 3.1 The Committee is able to consider and take a decision 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 that Committee is being asked to consider or comment on, in relation to a matter which impacts upon its Area.

4 **Implications and Risk**

- 4.1 An equality impact assessment is not required as the consideration of this report by the Committee will not have a differential impact on people sharing the same protected characteristics
- 4.2 There are no staffing and financial implications.
- 4.3 A Town Centre First Impact Assessment (TCFIA) was not required as the scheme does not have a differential impact on Town Centres.
- 4.4 No Risks have been identified as relevant to this matter on a Corporate Level.

Stephen Archer
Director of Infrastructure Services

Report by Brian Strachan, Roads and Landscape Services Manager

10 January 2019