



Notes of Meeting

Meeting **Roads Authorities and Utilities Committee (Scotland)**

Place of **Meeting held on MS TEAMS**

Date: **Wednesday 25th October 2023**

Present: -

Philip McKay (R.A. Co-Chair)

Kevin Abercrombie	K.A.
Ainsleigh Brown	A.B.
David Armitage	D.J.A.
Caroline Auld	C.A.
Joanne Bain	J.Ba.
Clive Bairsto	C.B.
Lee Bromhall	L.B.
Kenneth Brown	K.B.
David Capon	D.C.
David Carter	D.Ca.
Ian Clarke	I.C.
Fraser Conway	F.C.
Gerry Cullen	G.C.
Karyn Davidson	K.D.
Jim Forbes	J.F.
Carlyn Fraser	C.F.
Roger Garbett	R.G.
Darren Grant	D.G.
Julie Greig	J.G.
Lauren Goodman	L.G.
Michael Grunwell	M.G.
Barry Hall	B.H.
Kevin Hamilton	K.H.
Frederick Hart	F.H.
David Hearty	D.H.
Colin Heggie	C.H.
John Henderson	J.H.
Ewan Hogg	E.H.
Alan Houston	A.H.
Rob James	R.J.
Edward Johnstone	E.J.
Ian Jones	I.J.
Matthew Jones	M.J.
Andrew Matheson	A.M.
Carol McDonald	C.McD.
Jordan McDonald	J.McD.
Neil MacFarlane	M.MacF.
Steven McGill	S.McG.

P.McK, Aberdeenshire Council

Aberdeen City Council
Transport Scotland
Aberdeenshire Council
Network Rail
Axione
Street Works UK
Royal Mail
West Lothian Council
JAG UK
South Lanarkshire
Virgin Media / O2
Balfour Beatty
Amey
Vodafone
CityFibre
Edinburgh City Council
Improvement Service
SSEN
SGN
BEAR Scotland
Dumfries and Galloway Council
GTC - UK
Scottish Road Works Commissioner
Argyll and Bute Council
MBNL-EE/3
Amey
Scottish Borders Council
Falkirk Council
East Dunbartonshire Council
Network Rail
SSE
Fife Council
LastMile
Virgin Media
Fibrus
CityFibre
Transport Scotland
Energy Assets

Present continued: -

Michael McHale	M.McH.	WSP??????????
Elizabeth Maciver	E.Maci.	Highland Council
Gordon MacLachlan	G.MacL.	Clackmannanshire Council
Graeme McLaren	G.McL.	Renfrew Council
Graham Milne	G.M.	o.S.R.W.C.
Ryan Newman	R.N.	Amey
Clare O'Brien	C.O'B.	Argyll and Bute Council
Nigel Nichols	N.N.	ESPUG
John O'Neill	J.O'N.	Netomnia
Elaine Paterson	E.P.	BEAR Scotland
Kat Quane	K.Q.	Transport Scotland
David Robertson	D.R.	Dundee City Council
Ian Scott	I.S.	Ineos
Riley Shannon	R.S.	Amey
David Shaw	D.S.	Ayrshire Roads Alliance
Nuala Shelly	N.S.	ESPUG
/Kevin Skinner	K.S.	Scottish Water
Calum Stewart	C.S.	Glasgow City Council
David Thomson	D.T.	SPEN
Scott Walker	S.W.	North Lanarkshire Council
Marie Weeks	M.W.	SSE
Martin Wendland	M.W.	Balfour Beatty
Donald Wilson	D.W.	Orkney Islands Council

In Attendance: -

George Borthwick	G.B.	RAUC(S) Secretary
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Apologies: -

Fiona McInnes (S.U. Co-Chair)	F.McI.	Scottish Water
Nichola Millar	N.M.	West Lothian Council
Martin Polland	M.P.	Transport Scotland
Ruth Scott	R.S.	Neos Networks

1. Introduction and Apologies

P.McK. welcomed all to the meeting.

The Apologies were recoded as above.

2. Presentation

Service Life of Reinstatements Report - Michael McHale

P.McI. welcomed Michael to the meeting and invited him to give his presentation.

Michael commented on the Report as follows: -

- Service Life of Reinstatements Report was completed and recently published and can be viewed on the following link.

[service-life-of-reinstatements-final-signed.pdf \(transport.gov.scot\)](https://www.transport.gov.scot/service-life-of-reinstatements-final-signed.pdf)

- The SROR guarantee period has, from the 1st October, been extended from 2/3 years to 6 years which prompted the SRWC to commission research to support the introduction of the extended guarantee with an assessment of the service life of reinstatements in Scotland over the past 20 years, to:
 - Establishing a definition of service life based upon the time beyond which remedial works would be necessary.
 - Developing a simple 'pass / fail' methodology for inspecting reinstatements at year 6 which allows for some natural deterioration, or wear and tear.
- The study built on work carried out by TRL in 2012 with a similar survey approach as it had the following benefits:
 - Jointly, the two studies would provide performance data on reinstatements over a 20-year period and the new data could be compared with previous data and the Information could provide some measure of the effectiveness of policy changes.
- The method was modified in 2012 to include reinstatements. Marks are applied to an area or 'zone of influence'.
- The study used a 7 point Scale with Revised Fault suffixes.
- Data was drawn from the 2013, 2016 and 2019 National Coring Programmes (NCP) including the LA Reference Number, the date of the reinstatement, the GPS co-ordinates, the Road Category, and the Dimensions & Core Dates
- All reinstatements complied with the relevant SROR specification, in terms of materials, depths and compaction levels. All cores had passed the relevant programme criteria.
- 135 sites were selected for inspection across the Central Belt. To avoid abortive visits a Pre-survey was undertaken utilising Google Street View to try to check if maintenance work had been carried out in the intervening period.
- Several schedules and graphs were displayed to indicate the results and where relevant their comparison with the 2012 research.
- Photographs indicated: -
 - Poor reinstatements and good reinstatements.
 - The affect of joints showed: -
 - 2012 survey - poor joint construction endemic affecting 81%.
 - 2022 survey - 77% were judged to exhibit an open joint.
- Around 20% of the 2022 reinstatement tracks were observed to be within, cut across or be located close to other reinstatements resulting in a potential increase in dynamic loading and the high number of joints is likely to increase the probability of water ingress to the structure.
- In relation to the standard of the existing carriageways, around 15% of the 2022 carriageways in the survey were considered to be in poor condition. Data from the latest ALARM survey estimates the average frequency for resurfacing is standing at 1 in 70 years. There are technical challenges in reinstating with tie-ins to adjacent surfaces and creating durable joints.

- Service life of reinstatements

The degree to which a reinstatement will deteriorate in service will be influenced by several factors: -

- Environmental effects – high and low temperatures, rainfall, etc.
- Location and size – reinstatements situated in or along the trafficking zone will receive more loading, particularly in areas which experience braking and turning.
- Traffic loading - road category will determine the number and type of load applications.
- Existing pavement condition.

- End of Service Life definition: -

“A reinstatement is regarded to be at the end of its service life, requiring remedial treatment, if it possesses a serious fault or faults that are regarded to compromise road safety.”

- Guidance on Assessing Condition at Year 6

A draft flowchart was developed indicating: -

How to manage the process of assessing whether a reinstatement has passed or failed the six-year guarantee period.

With each defect described.

With guidance and images used to assist inspectors to assess fair wear and tear’ for a six-year-old reinstatement.

- A One-day Workshop was held with Representatives of two utility companies, two local authorities, & the SRWC invited to discuss the findings of study, including the simplified approach.

Representatives were sceptical about how it would work in practice & barriers highlighted included: -

Conflicting attitudes towards the assessment of fair wear and tear.

Inadequate training.

Poor communication.

- Conclusions & recommendation: -

- The general condition of reinstatements has improved since 2012, with an expected increase in service life.

- 6% of reinstatements were assessed as unsatisfactory, which compares with 21% (2012).

- Reinstatements that comply with the SROR specification, will not require maintenance until they have been in service for 10 to 12 years.

This compares to the estimate of approximately 6 to 7 years, previously made for heavily trafficked sites in the 2012 Report.

- Best performing reinstatements were typically surfaced with HRA.

- It was estimated that around 15% of the 2022 reinstatements were located in carriageways that were considered to be in poor or substandard condition.
- Consideration should be given to establishing a requirement for inspectors and managers to hold a qualification as part of a national certification scheme.

M.McF. was concerned that the sample was taken from sites in the Central Belt when there could be poorer quality reinstatements in roads in the rural north mainland and the Islands.

A suggestion was made that a further report could be developed to indicate what the results would indicate if they were analysed by month of the year when the Reinstatement was carried out. Would the performance be worse in certain months e.g. winter months when temperatures were low or precipitation was high. There was no reason why the analysis by month could not be prepared.

The Commissioner commented that the Covid period when the sample was collated restricted the area where the inspections were carried out. The sample had also been chosen to maximise the sites inspected within the available funding. Minimising the travel between inspections was part of the development process.

J.G. indicated that in a SGN review of reinstatement times of the year was not as great an issue as the weather.

P.McK. commented that Aberdeenshire were reviewing the materials available from the quarry in relation to the time of year. This would also have a bearing on material waste.

K.S. suggested that the sample based on core programme passes had probably weeded out the worst reinstatement failures and the core quality probably had a strong bearing on the ongoing performance of the reinstatement.

J.F. had inspected sites over the previous 7 years and he was content that they would pass a 6 year guarantee period inspection.

D.T. asked if poor joints would result in a 6 year failure. The Inspections W.G. are reviewing this issue and would report back in due course.

K.H. was pleased to hear that this problem was being reviewed and suggested that there would be shades of grey to be accommodated in the final decisions by the Inspectors.

Net Zero/ Environmental Impact - Julie Greig

P.McK. welcomed Julie to the meeting and invited her to give her presentation.

J.G. provided the following presentation on SGN Environmental Impact Report which considers: -

- The introduction of a wider range of materials in the SROR Ver 5 is allowing Undertakers to use one surface asphalt across multiple designations, is having wide ranging benefits.
- A 6 year warranty and NetZero ambitions required a change in approach from the whole Industry / Community.
- A focus on sustainability and performance needs to take priority over aesthetics.

Environmental Impact Report

The material options reduce the need to visit a site twice where the excavations are too large to use surface course materials only or where excavations are on a Type 1 or 2 roads which leads to a reduction of: -

- Waste of asphalt.
- Double visits - transport emissions.
- congestion and road wear.
- Stronger reinstatements.

Only connections installation sites were considered for the exercise: -

A sample of 6312 sites were considered. These were reduced as follows: -

- All sites considered were over 2sq m.
- All single surface type sites removed from the sample.

This left 7% of works, (421 sites) that required 2 or more surface types in the reinstatement.

Using a single surface material could reduce SGN's yearly emissions for transportation by 7%. That is an immediate reduction in vehicular emissions of 107 tonnes of CO₂ (this does not include CO or NO or particulate emissions).

That equates to 68,000 miles less traffic (hotbox and support vehicles completing double journeys).

It would take 642 trees a whole year to absorb 107 tonnes of CO₂.

Reinstating all FW and CW using a single material also improves: -

Customer Service including Road Users which includes pedestrians, disabled persons, and vehicular traffic by a reduction in the period the site is live.

Coordination – shorter duration of the live sites.

Manufacturing – less wasted material and energy consumption (manufacturing / transport).

The European Bitumen Association has presented data showing an energy consumption of 510 MJ/t and CO₂ 174.244 kg/t, NOX 0.770 kg/t and CH₄ 0.595 kg/t emissions for straight run asphalt binder production. By reducing the number of material manufactured, the plants become more efficient, further reducing the industry pollution impact.

P.McK. commented that reducing the selection of materials available can lead to an increase in the amount of crushed rock waste. This needs to be factored into the decision process and uses found for the surplus.

The Commissioner thanked J.G. for an interesting and stimulating presentation raising issues which need to be considered to achieve energy and pollution reductions.

D.C. agreed with the presentation and underlined the high energy / pollution factors in transport.

Other issues commented on: -

- Particulates from diesels was a problem which lower use of vehicles would deal with.
- The above report was theoretical, but work would be carried out to convert it to factual using data and records.
- The report validates several of the changes made in the development of SROR Ver 5.

- Use of one material to carry out reinstatements may require type approval on the trunk roads. This should not be the case as the specification of materials used in reinstatements was covered in the SROR. If there is a specific material used in the existing road, the reinstatement of which is not covered by the SROR, discussions would be held to agree the reinstatement.
- The Appendix 9 should help progress in the use of new materials and methods.
- TS 20/ 10 was offered in the SROR as an alternative reinstatement material in SMA roads.

P.McK. thanked Julie for the presentation.

J.G. will send the presentation slides to the Secretary for circulation to RAUC(S) and the wider Community. **Action – J.G. / Secretary**

3. Minutes of previous Meeting held on 28th June 2023 and any Matters Arising

a) Accuracy

The minutes of the last meeting held on 28th June 2023 were agreed as read.

b) Action Tracking and Review

The Action Tracking Summary was reviewed and updated.

See the Action Tracking Summary for updates.

4. RAUC(s) Working Group Reports

a) Reports from Working Groups as follows: -

ai. Coordination W.G.

D.S. reported as follows: -

The group met on the 3rd October and continued their review of the suggested changes submitted by K.Q.

The next meeting will be held on 2nd November when the Group will look at collating the information in Advice Notes 22, 23 and 27 into the Coordination Code.

The reviews are likely to continue until the end of 2024.

aii. Inspections W.G.

J.G. reported that the Group had been considering the introduction of a Risk Based Matrix for defect reporting. There had been no consensus between the Members so the recommendation was to shelf the proposal for the present pending all R.As introducing the method into their own road defect inspections.

The recommendation agreed by RAUC(S) was to leave this project until R.As have experience of the process. The required changes to the Register could be considered for the next service contract in 2025. This project should not be forgotten.

Work will continue on the introduction of the inspections required by the 6 year guarantee and other issues as they arise.

Other comments included: -

- R.As are moving forward with the introduction of Risk Based inspections but have some way to go.
- There would need to be an agreed level of risk which all adopt.
- Apparatus filed as high risk was skewing the notification records. High risk should not be used as a method of getting less urgent works carried out quicker. This should also be the case when defects are not repaired in the required period.
- The introduction of a Risk Based approach with trained inspectors should lower the levels of risk which are allocated to the defects.
- The SCOTS Asset Management Group are offering training in inspection using the Risk Based Matrix but this may have to be reviewed to ensure that it is covering all inspections.

aiii. SROR Working Group

The Code was brought into affect on 1st October 23.

The consultation on the draft Appendix No.9 was issued and there have been no major issues raised by the Community, so the recommendation is to go live with the proposed version.

The proposal is that the SROR Working Group with a revised remit will provide the review panel.

The use of HRA for reinstatements in SMA appeared acceptable but should be checked with R.As. K.S. suggested that the materials in the SROR Ver, 5 were approved and should be used without the need for individual approvals. D.C. and I.J. considered that this was the way forward.

The reinstatements of pre Ver 5 sites would be covered by the requirements of Ver 4 if repaired under that Code i.e. covered by the 2 year guarantee. If however the replacement was dealt with under the terms of Ver 5 they would then be require to meet the 6 year guarantee.

As there had been no issues raised in the consultation the Committee approved the Appendix No. 9 and it will now be available for trials.

aiv. National Coring Working Group

The RAUC(S) Co-Chairs reviewed the final draft which was provided by the Working Group with the minor changes requested at the June RAUC(S) meeting. They were happy with the document which has now been issued for publication. They will draft a press release for issuing.

I.J. indicated that a questionnaire would be issued to gather suggestions for progressing the next Programme. He asked J.F. for assistance with a section to cover Local Coring as he had previously produced a paper on the process.

P.McK. recommended a further programme be carried out and good performance on this programme or on inhouse coring be considered when developing the programme.

The Commissioner is having conversations with S.U.s and amongst other suggestions he is proposing that they carry out inhouse coring to the Specification to improve their performances.

In his view targeted coring should be considered which would have the added bonus of reducing the workload created by the programme.

In relation to continuing improvement he believed the current required 90% pass rate should be raised to 95%. The 90% pass rate was good but that meant that there was still 10% failing.

The Commissioner hoped a method would be found to core the narrow trenching as it was a major method of working by the Telecom industry. J.F suggested that a 100mm core could be taken on a 125 mm trench as it would still leave 12.5 mm on each side but the reinstatement may have to be considered to deal with to ensure that existing reinstatement is not affected. Comment was made on the possibility of using Ground Penetrating Radar for these tracks.

J.G. commented that the industry should be pleased to have achieved a 10% pass overall but there was work to be done and a targeted programme should be progressed. SGN has an extensive programming of inhouse coring which is demonstrating a high pass rate but the method does not meet the Specification. She hoped that their method of coring could be accommodated in the Specification.

J.G. suggested that the cores should relate to the period when the new SROR was up and running therefore 2024 reinstatements should be considered with the pass rate being held at 90%.

Training should be provided for both R.A. and S.U. staff who are involved in the programme.

The proposal that one national Consultant contract be appointed with one contract will be considered. The Commissioner indicated that he did not have the staff to manage a contract.

P.McK. said that all cores must be to the same specification.

There was a proposal that S.U. samples used in the programme should contain passes and failed cores as the bias at present was to a 100% pass. This may have to be part of the review. Scottish Water responded that all results were shared, and remedial work was carried out on failed reinstatements therefore a 100% pass sample was not unreasonable.

I.J. thanked all who had in any way assisted in completing the Programme.

av. Gazetteer Group

R.G. reported as follows: -

- Meetings are taking place with the individual R.As to discuss their Gazetteers.
- There is a need to continue to improve the data provided.

- There has been discussion about the recording of bridges on the Gazetteer. There are bridges recorded but there are questions raised about the extent of the records and if they cover all bridges on an Area network.
- Protected Roads – These should only be newly surfaced / reconstructed roads or Motorways. R.As should check their network and advise the Gazetteer Developer if there are errors or omissions.

The R.As must be aware of the definitions of Protected Roads and Special Roads and record the data correctly.

- The Traffic Sensitivity records should be checked in order that Notices for works can be recorded correctly. These records should be related to Traffic Counts which in some cases may not be available to establish the Traffic Sensitivity.
- Road Type / Reinstatement Category has been noted to be wrong in several areas. Type 3 and 4 roads are recorded as Category 1 or 2 which is clearly wrong.
- There are protected / traffic sensitivity issues on the Trunk Road network. N MacF. will have that checked and revised as needed.
- K.Q. offered assistance with setting the correct Road Type / Reinstatement Category revision.
- R.G. will pass his slides to the Secretary for circulation. **Action – R.G. / Secretary**
- P.McK. commented on the usefulness of the slides for checking for potential errors in an Area Network.
- The link to the Gazetteer Training will be circulated via the Secretary. **Action – R.G. / Secretary**

b) Working Group Recruitment

The Schedule was taken as read and the Area Chairs were asked to fill any vacancies as they arise.

bi. Working Group Remits

The Working Group Remits had been requested and were now being received by the Secretary.

The purpose of the Remits is to give potential recruits an indication of what the Group does and how much time they require to attend the meetings.

Membership of the Working Groups is a good opportunity to gain experience which may not be available in their work.

The Secretary was asked to email the completed Remits to the Community and the W.G. Chairs were asked to keep the Remits updated with any changes to their membership and workload. **Action – Secretary / W.G. Chairs**

5. Area RAUC's Action Reports

There were no issues remitted to this meeting.

6. RAUC(S) Business

a) Safety – Issues for consideration

The meeting noted that Bulletins were being issued via the Secretary when they were made available to him.

A Bullet had been circulated from CityFibre on the topic of working on or near bridges. J.F. was thanked for bringing this matter to the notice of the Community. The Commissioner would comment further on this topic in his Report.

b) Environmental Issues

There were no issues raised for discussion.

7. HAUC UK and Associated Subgroup Reports

a) HAUC UK Report

The previously circulated Report was taken as read with the following comments from D.C. and C.B.: -

TAG

- DC to take over as HA Chair supported by Sam Guiver.
- The invigilation process has now been corrected and the focus is on now looking at what training is delivered and how to improve quality.
- Fiona McInnes has indicated that the Training and Accreditation question bank needs to ensure the questions are updated to match the content of new SROR Ver No.5.

HAUC App

- The HAUC App is moving forward, with some 6500 users per month. A section on issues relating to vulnerable users has been added.

Net Zero

The HAUC(UK) project continues and is now in the design Phase.

The project posed fundamental questions on sustainability, the use of resources, innovations, actions vs. consequences, and requirements for delivery of the following research areas: -

- Climate Change Net Zero & Beyond
- Materials & Process Innovation
- Measuring Environmental Performance

The ambitious project's deliverables included the development of an initial methodology for estimating sector emissions, an estimation of sector emissions based on 4 million works taking place each year with a breakdown between types of work and area of emissions, and an estimation of the existing sector vehicle and machinery energy demands.

The project also entails a detailed review of the domains that influence road works and street works practices, the creation of system maps to identify all stakeholders and all value-generating opportunities from transforming current practices and introducing new practices, and the formulation of alternative business models and a case for change for local road and buried infrastructure engineering.

With increasing interest in this subject, opportunity should be taken for closer working and J.G. was asked to contact C.P. and C.B. to arrange for her to become involved in the developments.

The problem of dealing with arisings was ongoing which needs to be addressed together with the associated issue of testing these materials.

K.Q. was interested to know if SEPA and EPA were working closely on this issue as it was very much a cross border problem.

b) HAUC UK Working Group Representatives

There were still vacancies on the Working groups and the Area Chairs were asked to try to find Representatives from their Area who have an interest in the topic and would be prepared to put themselves forward to represent Scotland.

c) TAG Report

- As above.

d) Diversionary Works

The work is ongoing if slower than desired. The date of completion will be in 2024.

e) Safety at Road works

The review is ongoing and progressing well in the individual sub groups. The sections will be pulled together to produce a draft for consultation.

8. Standing Reports:

The Committee received the report as follows: -

Compliance Officers

The Authorised Persons Code of Conduct has been drafted and a short covering report circulated for information as Attachment No. 8ai.

The two compliance officer posts have now been advertised on myjobscotland, S1 Jobs and on the news section of the Commissioner website with 19th November closing date. The Commissioner hopes to make the appointments early in the new year and having the staff in post in advance of April when the powers come into effect.

Trial of use of dashcams to capture sites from moving vehicles has now been completed. The trial captured information on works in 5 Council areas. The view is that this approach offers an efficient and effective way to collect information.

Works on or near Bridges

The previously circulated report, attachment No. 8aii, regarding findings from an investigation into City Fibre works at Shandon Bridge in Edinburgh in January was taken as read with the following comments. The works resulted in damage to the bridge. The investigation found failings in communication between CityFibre (or their representative) and the bridge owner prior to works commencing. It is a requirement of NRSWA Section 147 that undertakers consult the bridge owner prior to the issue of the Section 114 Notice (notice of starting date of works). This allows bridge owners the opportunity to consider the proposed works, place any necessary conditions and monitor works to ensure safety and maintain the integrity of the bridge.

The Commissioner is concerned that failure to consult with bridge owners may be more widespread than this one incident and he would like to remind undertakers of their duties in this regard.

The current Coordination CoP does not cover such scenarios in detail, so the Working Group is asked to consider developing this within the next version. **Action – F.McI. / D.S.**

Advice Notes Review

The previously circulated report, attachment No. 8aiii, which was prepared by Jason Halliday relates to the annual review of advice notes and details the current position relating to the quality of the advice notes. A small number of advice notes have been noted as requiring further attention and these are listed in the table in Appendix No. 1 to the report. The relevant Working Groups are asked to consider these at their next meetings. **Action – W.G. Chairs**

Regarding advice notes, it has come to the Commissioner's attention that some Organisations are using older versions or variations of the template form for traffic signal applications. It would be useful if organisations could update their processes in line with the current version of Advice Note 8.

SROR Review

There will be a webinar on 2 November (a week tomorrow) regarding the changes introduced in the new SROR v5. This will be led by the co-chairs of the SROR Working Group. Some 200 people have already signed up.

Noticing Failures

The Commissioner remains concerned that both Roads Authorities and Undertakers are failing to meet the target of 4% for noticing failures. Although there was a slight improvement in the second quarter, R.As recorded an average of 5.1% whilst S.U.s have averaged 6.3%. The Telecoms sector continues to influence the overall high figure and engagement is continuing with a number of Organisations.

Commissioner Improvement Plans

Currently 4 organisations namely, Axione, Lothian Broadband, SGN and SPEN are on plans with all continuing to provide positive improvement and engagement.

SRWR Procurement

The current contract for the provision of the SRWR has been extended to end on 31 March 2025.

The procurement exercise to replace the contract for the SRWR service has already commenced. The service requirement will be broadly similar to the service tendered in 2016 (with some additions brought in by changes to legislation). The current timetable is for the invitation to tender to be issued on 19th November with returns in early January 2024.

Fiona McInnes is representing community stakeholders on the procurement Project Board and the Evaluation Team. We now urgently need to identify an additional volunteer for the Evaluation Team, preferably a R.A. member of the Systems Assurance Team (or someone with equivalent knowledge and experience). If you are interested (or know someone who is) please contact Iain Ross asap.

Dial before you Dig Service

Following a complaint from a user of the service, who didn't receive a single response to a request, the Commissioner intends to undertake a review of the quality of the responses sent by S.U.s and R.As.

It has also been suggested at the SRWR Steering Group that a list of contact numbers be collated that can be passed to users of the service if they need to chase a response from a

particular Organisation. The Commissioner would like to hear the views of the RAUC(S) Representatives on this.

Action - All

RAUC(S) Website

The RAUC(S) website has been updated to reflect the changes to the constitution. George Borthwick now has access to the revised site to upload the relevant details and papers for each Area and Local RAUC meeting.

The Commissioner would like to remind all Chairs and Secretaries that details of their meetings, including minutes should be passed to the George Borthwick for publishing on this site.

The Commissioner had noted that a Change Request had been submitted to deal with the problem of overruns receiving a potential FPN which is subsequently cancelled but not recorded on the Register. This creates false data which is wrongly used for the performance report.

The matter of overruns on Emergency / Urgent works was to be dealt with from the start of this financial year. This is under investigation and Symology have been asked for their comments.

b) Management and Operation of the SRWR

Information covered in the Report above in 8a.

c) Scottish Government

With reference to discussions on arisings in Item No, 7a K.Q. indicated that she would raise the matter with SEPA.

K.Q. and L.H. will continue to attend the TAG Working group and she hoped the changes would improve progress.

The circulated papers were taken as read with the following comments from K.Q.: -

Progress is ongoing on the introduction of the various sections of Transport (Scotland) 2019 Legislation. The batch diagram had not changed since the May meeting.

K.Q. indicated that the batch diagram which was issued covered the introduction of the various sections since the start of the process and only the last two pages are relevant to the completion of the introduction of this legislation.

Roadworks Reform and Related Legislation

- The major legislative review is nearing completion with compliance notices, officers and VAULT due to be in place by April 2024. The major review of FPNs and the remaining FPN related commencements will take place after the final VAULT legislation and guidance is published.
- VAULT legislation is being introduced in three legislative steps. Broadly it will become a requirement to supply data from 01 April 2024, but with a 'bedding in period' and provision of further guidance on the information, it is required to be in place by October 2024. As the enforcing body and under his general remit, the Commissioner may also set best practice in this area which further supports or supplements the legislation.

- Although at the conclusion of this process, VAULT data will sit equally alongside other ‘plant data gathering’ sources (commercial suppliers, direct access etc) it is important that the community keep in mind that safe digging techniques will always be required, and that no data gathering service will ever entirely negate the need for onsite safety measures. There are no plans for separate rules on safe digging for Scotland.

Codes of Practice

- The updated SROR fifth addition came into force on 01 Oct 2023. The Transport Scotland website has been updated to show final date when the 4th Edition was applicable and redirects to the Commissioners website for the 5th Edition.
- The Scottish Coordination and Disputes Codes will need an update to include reference to the Commissioners Compliance Officers, including how to respond to a formal (SRWR) issued Compliance Officer Observation. This will be analogous to the HSE’s first stage sanction to ‘provide information and advice face-to-face or in writing’.

HSE Policy Opportunity

- The Health and Safety Executive are undertaking a policy review on issues relating to vibration (with the aim of reducing Hand Arm Vibration). At this very early stage there is no formal consultation, however it would be very beneficial to the Executive to get a broader understanding of the types of compaction tools currently in use currently. They have produced a short list of tool types and would be interested to hear if your organisation/supply chain uses them.
- The questions are very generalised and informal – e.g. “HSE believe anti vibration compaction plates (whacker plate with insulated handle) are commonly used and easy to obtain, does this seem accurate”
- If any party is interested in helping, they should contact K.Q. and she will provide a copy of the questionnaire.

Fees and Amounts 2024

- In the near future a consultation on the SRWR register fees for 2024 will be circulated. This will take the normal format with the link to the associated electronic option to make a response. The link will be circulated.

D.R. asked for clarification on the posting of plant on VAULT which had been laid using a Section 109 Permit.

The expectation is that the as laid drawings or details will be requested from the Permit holder and it will be up to the R.A. to decide on the format of the information which is provided. It is likely that getting suitable information may be a problem. The design drawing would not be acceptable, and the submitted data must be as built. The data is likely to be input by the S.L. and unfortunately the design drawing may be the only version available.

The suggestion was made that the provision of the information should be a requirement of the Permit being issued.

M.G. indicated that the SAREA R.As had discussed this subject and had decided that it was a matter to be added to the Agenda for discussion at the R.A. national meeting. This would be tied in with a discussion on the arrangements relating to S.U.s adopting the plant.

P.McK. suggested that this may be a topic for discussion at SCOTS to have a Standard approach adopted. He would remit this question to SCOTS. **Action – P.McK.**

The discussions should also consider the problem of Developers not allowing some S.Us access to lay plant in their road until they are completed and adopted.

J.F. suggested that some input from S.U.s may be helpful in the development of a policy on this matter.

As always, the staff resources to deal with the management of the Section 109 applications is scarce. K.Q. commented that reasonable charges can be levied for the issue, management and inspection on these 109 Permits and Notices.

9. A.O.C.B.

a) Committee Dates

Schedule of Committee of meeting dates for 2024 was agreed as tabled.

b) Meeting Format going forward

The Committee after discussion agreed that one round of meetings would be face-to-face with a hybrid facility. Accordingly, the May / June meetings will be face-to-face.

RAUC(S) Attendance

In future the meeting invitations will be issued to the agreed Members as required by the Constitution i.e 12 R.A. / 12 S.U. Representatives, Working Group Chairs if required by the Agenda, the RAUC(S) Co-Chairs and the Representatives from the Commissioner's Office and Transport Scotland and HAUC UK.

The RAUC(S) Members will receive the Invitations and the Papers Links but the other members of the Community will only receive the link to the papers.

c) Closures and Diversions resulting from the Station Hotel Fire in Ayr

All S.U.s were asked to note the diversions and closures as above and were asked to avoid working in the area. Obviously if there were emergency works they should be raised with the R.A. (Lynne Lyle).

10. Dates of Next Meetings

RAUC(S) Agenda Setting Meeting: Wednesday 7th February 2024

RAUC(s) Meeting: Wednesday 21st February 2024
Future Meeting Dates: -

RAUC(S) Agenda Setting Meetings

RAUC(s) Meetings

Wednesday 12th June 2024

Wednesday 26th June 2024

Wednesday 2nd October 2024

Wednesday 23rd October 2024

The meeting closed at 13.55