



Notes of Meeting

Meeting Roads Authorities and Utilities Committee (Scotland)

Place of Meeting held on MS TEAMS

Date: Wednesday 28th June 2023

Present: -

Fiona McInnes (S.U. Co-Chair)

Philip McKay (R.A. Co-Chair)

Sarah Abbot	S.A.
Kevin Abercrombie	K.A.
Keith Allison	K.A.
Caroline Auld	C.A.
Jamie Barr	J.B.
Maggie Baird	M.B.
Clive Bairsto	C.B.
Kelly Bibby	K.B.
Lee Bromhall	L.B.
Kenneth Brown	K.B.
Anne Buchan	A.B.
Dale Burgess	D.B.
Sharon Burns	S.B.
David Capon	D.C.
David Carter	D.Ca.
Michael Casey	M.C.
Ian Dalrymple	I.D.
Karyn Davidson	K.D.
Greg Fleming	G.F.
Roger Garbett	R.G.
Darren Grant	D.G.
Julie Greig	J.G.
Lauren Goodman	L.G.
Ross Gray	R.G.
Michael Grunwell	M.G.
Jason Halliday	J.H.
Kevin Hamilton	K.H.
David Hearty	D.H.
Alan Houston	A.H.
Cathy Jones	C.J.
Rob James	R.J.
Matthew Jones	M.J.
Shaylyn Landman	S.L.
Louise Lisseman	L.L.
Andrew Matheson	A.M.
Jordan McDonald	J.McD.
Steven McGill	S.McG.

F.McI.

P.McK,

Netomnia	Scottish Water
Aberdeen City Council	Aberdeenshire Council
Edinburgh City Council	
Network Rail	
East Renfrewshire Council	
Fife Council	
Street Works UK	
ABS Streetworks	
Royal Mail	
West Lothian Council	
Aberdeenshire Council	
Giggle	
Gofibre	
JAG UK	
South Lanarkshire	
Royal Mail	
Openreach	
Vodafone	
Giggle	
Improvement Service	
SSEN	
SGN	
BEAR Scotland	
SSEN	
Dumfries and Galloway Council	
o.S.R.W.C.	
Scottish Road Works Commissioner	
MBNL-EE/3	
East Dunbartonshire Council	
Netomnia	
Network Rail	
LastMile	
ESPUG	
FibreNet	
Virgin Media	
CityFibre	
Energy Assets	

Present continued: -

Jason Mackay	J.Mac.	Falkirk Council
Gordon MacLachlan	G.MacL.	Clackmannanshire Council
Graeme McLaren	G.McL.	Renfrew Council
David McLellan	D.McL.	SSEN
Peter Morton	P.M.	Angus Council
Tom Murphy	T.M.	Argyll and Bute Council
John O'Neill	J.O'N.	Netomnia
William Park	W.P.	Amey
Elaine Paterson	E.P.	BEAR Scotland
Martin Polland	M.P.	Transport Scotland
Kat Quane	K.Q.	Transport Scotland
David Robertson	D.R.	Dundee City Council
Stephen Scanlon	S.S.	Openreach
Evelyn Scott	E.S.	Indigo Pipelines
David Shaw	D.S.	Ayrshire Roads Alliance
Kevin Skinner	K.S.	Scottish Water
Graham Slorach	G.S.	Netomnia
Lewis Stacey	L.S.	ABS Streetworks
Calum Stewart	C.S.	Glasgow City Council
David Thomson	D.T.	SPEN

In Attendance: -

George Borthwick	G.B.	RAUC(S) Secretary
Gordon Stitt	G.S.	SLR

Apologies: -

David Armitage	D.J.A.	Aberdeenshire Council
Jim Forbes	J.F.	CityFibre
John Henderson	J.H.	Scottish Borders Council
Ewan Hogg	E.H.	Falkirk Council
Ian Jones	I.J.	Fife Council
Clare O'Brien	C.O'B.	Argyll and Bute Council
Ruth Scott	R.S.	Neos Networks
Scott Walker	S.W.	North Lanarkshire Council

1. Introduction and Apologies

F.McI. welcomed all to the meeting.

The Apologies were recoded as above.

2. Presentation

Potential Benefits of Modern Temporary Signal Control - Gordon Stitt (SRL Traffic Systems)

F.McI. welcomed Gordon to the meeting and invited him to give his presentation.

Gordon indicated that he had joined SLR 12 months ago from the permanent traffic signal industry.

SLR are trying to produce products which will be net zero taking into account savings from delivery, running and maintenance costs.

SLR are a leading Temporary Traffic Signal supplier in the U.K. They have 4 Depots in Scotland at Inverness, Aberdeen, Cumbernauld and Selkirk with a Depot in Carlisle just over the Border.

Their products are Urban 64, Portable UTMC, Portable CCTV and Portable ADS.

The benefits of Urban 64 are: -

- Potential reduction in timescale (compared to traditional Poles-In-Barrels approach).
- All cables run overhead a minimum of 6.5m above carriageway, away from ongoing works.
- During refurbishment all permanent infrastructure (cables, poles, signals, loops) can be removed from site.
- Improved site safety as no working around live cabling at low-level.
- Replication of permanent signals timings etc, or a more suitable bespoke configuration to suit the ongoing works.
- No batteries to change - secure 48v cabling and data cabling derived from mains feed.
- Ease of adjustment of layouts as work layouts change through the construction stages
- UTMC helps coordinate the system with nearby permanent sites, with remote monitoring.
- The system is licenced and has MOVA capability.
- Remote monitoring and control via a 4G router, directly interfacing with the controller LCD display.
- Conditional phase appearance enabling maximise the junction efficiency and flow.
- Cyclist phases Enabling the use of low-level cycle signals.

This system was used recently at Braehead junction in Glasgow. 22 poles were cabled in 2 hours.

The kit can be preassembled prior to delivery.

The efficiency of the temporary system matching the existing or accommodating revised flows during the works can lead to reduced driver frustration.

The inclusion of the portable CCTV unit can provide site monitoring and allow the remote control from the R.A. central control centre to modify phasing as required.

Portable UTMC

The Portable Urban Traffic Management & Control (UTMC) equipment allows Local Authorities to remotely control temporary systems from the In-Station. With UTMC, you can control stage movements of portable signals within a network of nearby permanent systems, allowing coordination of movement and integrating any street works into the wider city system seamlessly.

Portable CCTV

The CCTV provides 360° panoramic view and a perspective of 180° beneath the camera.

Will alert control of incursion to the site by persons without PPE.

Can be viewed via mobile telephone / tablet etc with the ability to look back and choose period of view (playback up to 31 days) and zoom in / out on the presented view.

ADS – Adaptive Detection System

Reactive, intelligent traffic light technology

Rapid installation with 4 way traffic

Deep learning algorithms automatically adjust green times to potentially give: -

- 50% Reduction in average queue length.
- 29% Reduction in maximum queue length.
- 22% Reduction in average journey time at junction.

The system does not work to maximum efficiency when there is a pedestrian phase on the site.

SLR Solar Plus

The provision of solar panels on units can provide the following benefits: -

1. Energy reduction • Reduces the power required for charging.
2. Save money • Reduces the need for frequent battery exchanges • Saves time, fuel, vehicle wear and tear, and electricity
3. Protect People • A reduction in unnecessary exposure to traffic and site activities – a major improvement in risk avoidance.

The system has been trialled in both winter and summer conditions. The available charge can be monitored from the Control Room.

F.McI. asked about the availability of the Solar Plus. G.S. indicated that the take up of the product had been slow but the T.M. Companies are aware of the product and should be able to supply the system.

In response to a query from C.B. about the problem of kit being stolen G.S. was able to advise that monitors were fitted, and the technology was being developed all the time.

In response to a query from K.Q. about the new bases G.S. indicated that the benefit of the new bases was that they had levelling screws which help the operators to set them up.

G.S. was not aware of R.As refusing to authorise signals with ADS nor were they refusing to use the facility. A demonstration can be arranged on a site for a week to show that the system works and minimises the queue lengths.

D.C. confirmed that ADS was working well in England and there were no problems with its use.

The SRWC reported that he had visited the Braehead site and was impressed with the system in use. The queues appeared to be similar to those experienced with the permanent system. The differences would unlikely to be noticed by the drivers using the junction. This is a major advantage as it will reduce the abuse of operatives by passing drivers.

SLR have modelling programmes and an experienced modeller who can use available data to provide optimum settings for the lights and by monitoring them in use can advise on changes to reduce the queuing.

F.McI. thanked G.S. for his presentation and asked him to send his slides to the Secretary for distribution to the Community Members.

Action - Secretary

3. Minutes of previous Meeting held on 22nd February 2023 and any Matters Arising

a) Accuracy

The minutes of the last meeting held on 22nd February 2023 were agreed as read.

b) Action Tracking and Review

The Action Tracking Summary was reviewed and updated with the following comment: -

22nd February 23

Item No. 4aiii – Training

A Webinar on the subject of the new SROR is planned for October 2023 and input from the R.As and S.U.s will be welcomed.

4. RAUC(s) Working Group Reports

a) Reports from Working Groups as follows: -

ai. Coordination W.G.

The previously circulated draft Code of Practice was taken as read with the following comments on the discussions: -

Prospective Public Roads - discussion on whether these should be protected with Sect 117 embargoes to protect newly constructed road surfaces. There was concern that this may restrict homeowners etc from choice of providers. It was agreed that this problem should be dealt with through road construction consents requiring the Developer to install ducts etc for future use.

D.S. Will raise the topic of the management of the surface dressing sites on the Register e.g when does the location become a site. When the work is completed and the surplus chips removed, signing is left in place to warn drivers of loose chips and the 20 mph speed limit.

The Group is working its way through the list of potential changes submitted by K.Q. and will in due course review the list submitted by J.H.

aii. Inspections W.G.

The last meet was cancelled so there are no matters to report to this meeting.

The Group are developing a Risk Matrix for defects to provide consistent reporting and prioritising.

aiii. SROR Working Group

The Code has been approved by the Commissioner and the Minister and was published on 6 June 2023.

The Code will be in force from 1st October 23 but between now and then all should become familiar with the content.

Appendix A9 and the associated advice note are still being discussed but the plan is to have it approved and available on the 1st October 23.

The work being carried out by North Lanarkshire on the Carbon Calculator will be considered in the A9 review.

aiv. National Coring Working Group

The previously circulated draft Code of Practice was taken as read with the following comments on the discussions: -

S.S. reported that the average overall pass rate was 89%. Failures were in the main due to layer depth and the wrong material being used without approval.

Angus, Orkney and Shetland Councils and the South West Trunk Road Area had not taken part in the Programme. There was a partial programme in Glasgow.

The production of the final Report was late due to the extension allocated to the TayForth programme delay.

3 Areas had pass rates over 90% with SWAREA at 84% and SEAREA at 87%.

6 S.U.s are congratulated on having achieved results above 90%

The Group recommended that at least one more Programme should be carried out with one Contract with one Lead Organisation using the Working Group or the oSRWC or a Consultant or a blend of all.

A question was raised about the inclusion in the table of some small S.U.s who had less than the minimum cores required by the Advice Note. This had been considered and the decision made that they would be included in the Report as per previous coring reports. A view was expressed that this was not fair on those undertakers. It was agreed that this should be referred back to the working group for further consideration. K.Q. suggested that they be noted but in this case not issued with an Improvement Notice.

J.G. raised concern about the rounding process used in the production of the final Report and the way non remediated sites had been dealt with.

This will be considered, and comment made to J.G. and the Co-Chairs.

Comment was made that this was to be the last programme with the RQPs providing the checks on performance. The alternative view was that the RQPs were only now introduced, and a programme should be seriously considered to ensure the improvement by the S.U.s still lagging behind.

Further comment as follows: -

- The programme required staff resources which were increasingly becoming hard to provide.
- The internal coring was working well and producing consistent above 90% performance.
- More targeted coring may be the alternative with emphasis on the poorer performing S.U.s.
- Performance improvement is being achieved and the removal of the small sample S.U.s would bring the overall performance to over 90%.

The Commissioner commented as follows: -

- The results are not yet available from the RQPs and without at least one more programme performance may slip again.

- Not all S.U.s are carrying out internal coring.
- There are still S.U.s which are not making the grade.
- As above targeting may be a solution.
- Level of performance drives improvement.

D.C. conceded that there was no coring programmes England and the quality of reinstatement needed to be reviewed.

F.McI. recommended that the Working group should consider the above discussions and report to RAUC(S) in October with their recommendations on a future programme and the format to be used. **Action – S.S. / I.J.**

P.McK. recommended that the above comments on the existing Draft be considered by the Working Group with their final recommendations passed to the Co-Chairs and Commissioner for final approval to publish the Report and issue a press release.

Action – S.S. / I.J.

av. RQP W.G.

Meetings are not being held at present so there was nothing to report.

avi. Gazetteer Group

R.G. reported as follows: -

- He thanked the Custodians for their work on updating their Gazetteers to accommodate SDTF 4.
- 30 R.As plus Transport Scotland Gazetteers validated and loaded this time.
- There are 100 records still to be resolved to complete the project.
- Further improvement was needed on ASD tables including the recording of Traffic Signals, Speed calming etc which could be dealt with as part of Asset management.
- Individual discussions with the Custodians is ongoing.

b) Working Group Recruitment

The Schedule was almost up to date.

C.McD. is taking up a new post but will continue to be a member of SAT. Her employer needs to be updated in the schedule. **Action – Secretary**

The Secretary was asked to chase up the Group Co-Chairs to submit their Group remits for circulation to help with future recruitment. **Action – Secretary / W.G. Co-Chairs**

5. Area RAUC's Action Reports

The previously circulated report was taken as read with the following comments: -

EAREA – Report as submitted.

NAREA – Report as submitted.

SAREA – No issues remitted to this meeting.

WAREA – The Improvement Notice issued to Openreach by Argyll and Bute has more or less been dealt with, but S.S. will check with C.O'B. **Action – S.S.**

6. RAUC(S) Business

a) Safety – Issues for consideration

The meeting noted that Bulletins were being issued via the Secretary. They provided a good training aid, and all should use them where appropriate. Instances of good and bad practice should be brought to the attention of the Community as all can learn and benefit from the experience of other.

Action – All

b) Environmental Issues

There were no issues raised for discussion.

7. HAUC UK and Associated Subgroup Reports

a) HAUC UK Report

D.C. reported, as follows as follows: -

- The HAUC UK Conference will be held next year on 18th April 2024 at the Emirates Cricket Ground in Manchester.
- This years Conference was held On 25th April at the Emirates Cricket Ground. It was a successful event which was well attended with interesting well received papers. There was good Sponsorship and product stands.
- D.C. has retired from the Conference Committee.
- Funding from Lane Rental has been provided to continue the development of the Road to Zero Project.
- Information to be added.
- Information to be added.
- A visit to Oxford was held to look at the trials of EV Charging infrastructure in that area. One solution was to lay the cables under a gulley type grating across the footway to the kerb line. The trial is considering both ownership and rental of the Charging Point. For public safety regular electric testing and maintenance to the equipment will be needed.
- Julie Payne is now dealing with communications for HAUCS UK.
- The new version of the SROR will need to be added to the HAUC App.
- Mobility issues are being reviewed for the Community. Consideration is needed to ensure a safe route through / past the work site.

b) HAUC UK Working Group Reps

c) TAG Report

TAG – It appeared that the Scottish Representatives had not been invited to the last meeting and no minutes have been issued.

The Awarding Organisations are being discussed including queries on their Quality Control Processes.

Revisions to the Questions Library is required to accommodate the new version of the SROR. Comment had been made about the skew of questions resulting in Scottish Representatives being asked about issues relating to English Legislation / Codes and Advice Notes.

Changes are planned for the SQA in 2025.

d) Diversionary Works

No issues to be raised.

e) Safety at Road works

The review is ongoing and progressing well.

8. Standing Reports:

a) Scottish Road Works Commissioner

The Committee received the report as follows: -

SROR 5th Edition

The SROR was cleaned up and passed to the Minister for his approval to publish which has been given. The Code has been published and will come into force on 1st October 23.

Annual Performance Reviews 2022 / 23

The Reviews were sent out to the Primary Contacts and the Chief Executives at the end of May. Organisations with poor performance have been contacted and asked to respond with their comments on the relevant issues raised by the Commissioner.

2 Hour Stop / Start Recording on the Register

The Legislation changed on 1 April 2023 to require a Works Start/Stop notice to be recorded on the Register within 2 hours of works starting / completing. This is being monitored.

The Commissioner is extremely disappointed to see a significant increase in noticing failures across the whole Community. Non-compliance levels increased for Roads Authorities and Utility companies to 8% and 11% respectively. Those Organisations with unacceptable levels of failure have been contacted and asked to provide guidance to their operational teams and to date 10 out of 21 Organisations have provided a response. Monitoring of this increase will continue monthly. There has since been some improvement in performance.

The Commissioner would like to remind Organisations that the SRWR Works Promoter App is the recommended method of recording these notices. Uptake of the app remains low, with only around 7% of applicable notices updated using this option since 1 April. If your Organisation is not using the App they are asked to review their arrangements.

Reinstatement Quality Plans

Out of the 56 undertakers 47 have now had their ROPs approved. The approved plans cover approximately 99% of all works undertaken. The Commissioner would like to thank all for their efforts in achieving this level of approval.

This still leaves 9 undertakers which do not have approved RQPs. The Commissioner would like to remind undertakers that they will be committing an offence if they undertake works in the Road without an agreed plan.

Compliance Officers

Development of a Code of Conduct and associated job outlines for the Compliance Officer Posts has been started. The Commissioner's plans to undertake recruitment by the end of the year.

In preparation for Compliance Officers starting, the use of dashcams is being trialled to capture sites from moving vehicles. Non-compliant Organisations will be issued with compliance notices where failings are identified. Initial trials have found significant non-compliance, relating to sites not having valid Notifications and those with non-compliant TM.

Sharing of Logins

Symology noted that an Organisation was repeatedly logging into the Register in a short period. This was checked and found to be several operatives using the same Login.

The Commissioner would like to remind all users that their SRWR login details should not be shared. Doing so is a breach of the SRWR Terms of Use and logins found to be used by multiple individuals will be deactivated. Each individual must have their own login and it should be noted that organisations can have as many unique logins as they need.

Non-corporate Email Addresses

To ensure the security of the SRWR, the Administrators must only grant access to users they recognise as working for their Organisation or their Contractor. To prevent access being given to a third party not affiliated with an Organisation the SRWC will no longer accept users email addresses from non-corporate systems e.g. those from Google, Hotmail, Yahoo, AOL etc.

All must review the Users they allow access and agree a way of providing them with a suitable Address. This will be especially relevant to small / one family contractors working mainly in rural / island areas of Scotland.

Vault Usage

Some organisations are using Vault data instead of obtaining plans directly from asset owners. Whilst this is the future aim of Vault, the detailed plans must continue to be sought from the asset owner directly prior to excavations taking place. This arrangement must remain until asset owners have approved Vault for providing plant data

Vault Updates

Symology are making changes to Vault that will allow: -

- The display of BT data on both the SRWR Aurora web interface and the SRWR Vault Mobile App;
- Asset symbology to be updated to allow asset owners to highlight assets which pose differing levels of risk e.g. higher/ medium / low;
- Assets to be re-grouped by type (e.g. Electricity, Water, Gas, etc.) rather than by organisation providing the data.

These changes will require users of the SRWR Vault Mobile App to update the software on their devices. Data providers will also be required to identify the type of each asset in their submission (particularly the authorities who should be providing S109 asset information).

Gazetteer ASD Geometry

The Commissioner continues to carry out review of the gazetteer Associated Data (ASD) records for compliance with the SDTF v4 specification as first notified in 2020. Of the most recent gazetteers provided, all but 3 organisations had their submission accepted. Some organisations whose gazetteers were accepted still have some work to do to reach full SDTF v4 compliance.

Inspection Units

The reports used on the SRWR to estimate inspection units has been incorrectly including non-excavation works. This error has since been corrected by Symology. The Commissioner would like to remind all organisations of the following: -

- The number of sample inspections to be undertaken must be set in agreement between R.As and S.U.s.
- The SRWR can provide an estimate (based on inspection units recorded against works for the previous three years). This figure should be used to inform discussion rather than be treated as the final figure.
- If an undertaker plans to carry out more, or less, works in an R.A. area they should provide details to help agree an appropriate number of inspections to be carried out.
- Once a figure is agreed, R.As should work with Symology to ensure the targets used on the SRWR match those agreed with the S.U.s.

ai. Working Group Website Proposal

The Commissioner has been working with a web design company to restructure the RAUC(S) and Community section of the website <https://roadworks.scot/raucs> in line with the new RAUC(S) constitution.

In the review of the section covering Working Groups some difficulties became apparent which would be expensive to resolve. The oSRWC also noted that there were very few working groups making use of this section to publish material. Most working group activity involves review and preparation of draft codes or advice notes, which are subsequently published as final documents in the Commissioner website area. The written and verbal reports from the working group Chairs are noted in the RAUC(S) minutes which will continue to be published.

Rather than expending time and money fixing the working group website issues, it is proposed that each working group be asked to set up their own sharing site (with limited support from the oSRWC). It's worth noting that some groups have already successfully set up a site, and some groups may decide that they do not need a site as RAUC(S) would publish any papers on behalf of the group.

Several options are available to each group e.g. Teams / Sharepoint / Google Docs. The Commissioner would recommend the use of the Knowledge Hub (<https://khub.net>). Knowledge Hub can be set up with both a public area, to publish any papers and minutes the group wish to share, and a private area to share working documents between members of the group. This decision would be left up to the members of each working group.

The Commissioner cannot resource the set up and administration of individual sites for every working group, but advice will be given to working group Chairs on the use of Knowledge Hub if required.

Further discussion on the way forward may be required.

This will not affect the rest of the site. Papers from the RAUC(S) / Area RAUC / Local RAUC meetings will continue to be posted by the RAUC(S) Secretary, George Borthwick.

b) Management and Operation of the SRWR

Information covered in the Report above in 8a.

c) Scottish Government

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) Act 2019 and the batch diagram had been updated to reflect the changes introduced from 1st April 2023 and going forward.

- The updated batch diagram has been circulated. There is now an approximate timeline of commencement and regulation over 2023 – 2024. Legal issues for the introduction of compliance legislation including Compliance Notices and Compliance Officers is currently ongoing to be in place later in 2023. VAULT is likely to be mandatory from April 2024. Some provisions may come in earlier – e.g. settling the status of vault plans. These changes will require a review of Advice Notes 1 & 5 with updating as required.
- After the current batch dealing with Compliance Officers (Authorised Officers), Compliance Notices and Vault is in place, the final batch, (FPN review) will begin. This includes the key commitment to link FPN value to an index, to keep the level of FPNs relevant.
- The PDG has been reviewing the Compliance Officers and Compliance Notices. There may be a need for an Advice type Notice to be used as a warning level notification.
- The Annual Fees consultation will take place later in the year. The existing two year Instrument will revert to an annual Instrument. RAUC(S) members will, as is custom, be specifically invited to respond and are encouraged to do so. The consultation may contain some additional road works issues to be consulted on. The electronic format allows you to ignore a question, but all should indicate they are not responding with “No response” or equivalent comment. This will assist in the analysis of the responses.

Ministerial Codes

- The SROR was submitted to the Minister for Transport and has been approved. and is now published and will come into force from 1st October 23. the RQP Code will likely follow after the summer recess.
- The UK wide Safety Code (Red Book) and Diversionary Code (Matters Necessary etc) will be submitted to a similar process in due course when the respective reviews are completed.
- The HAUC UK review of the Safety Code has begun, with RAUC(S), oSRWC and Scottish Government representation on the panels. Following the HAUC UK review, the DfT ‘formal review’ will be carried out. Their version will require the Ministers of each devolved nation to assess the document individually. It is essential that in consultations RAUC(S) is able to form a view on the finalised document and feed in any concerns via the working group.

Scottish Parliament Changes

- Mr. Humza Yousaf MSP was appointed as First Minister of Scotland in March. As the former Minister for Transport and Islands, he was the Reviewing Minister for the Barton Report and therefore takes to post a background knowledge of road works legislation.

- Mr. Kevin Stewart (Minister for Transport), resigned and has been replaced by Ms. Fiona Hyslop

9. A.O.C.B.

a) Committee Dates

Schedule of Committee dates was circulated for information. The dates for 2023 will be submitted to the next meeting for approval.

Action - Secretary

b) SGN Trials of the Works Promoter App

It has been noted that when a Contractor is working for SGN and for Scottish Water and using the App they can see information for both Organisations. A pragmatic attitude is being taken at present while the trial is ongoing but there must be a solution found to remedy the problem.

Symology has suggested that the Contractor raises a separate address or a different O.D. is used.

This issue must accommodate security to avoid problems of use.

This matter should be remitted to SAT / Symology for consideration.

Action – J.G. /

F.McI. / C.O'B.

c. Aberdeenshire / Scottish Water – Disputed Defect

There appears to be a problem with the management of Defects in the Register by Scottish Water and the way they are dealing with them when they accept them (close R.A. Notice and Open their own Notice).

F.McI. indicated that they had not changed their way of dealing with the Defect Notices but if A.B. passed some examples to her she would review them, and the matter could be discussed offline.

Action – A.B. / F.McI.

d. Meetings - Future Arrangements

The decision was made to review the current online meeting arrangements and consider if there should be any face-to-face meetings added to the diary replacing the virtual meetings.

To guide discussion at the October meeting the Secretary was asked to get the views of the Area Chairs. An Item should be added to the Agenda for the meeting.

Action – Secretary

J.G. had checked and there are some Hotels in Edinburgh which can provide facilities for hybrid meetings.

There are benefits of having face to face meetings which allow offline discussions before and after the meetings.

The oSRWC will assist with a poll of the Community to gauge whether face to face meetings should be added to the diary.

A suggestion was made that the face-to-face meetings should be extended e.g. a full day to include extended discussion.

10. Dates of Next Meetings

RAUC(S) Agenda Setting Meeting: Wednesday 4th October 2023

RAUC(s) Meeting: Wednesday 25th October 2023

Future Meeting Dates: -

RAUC(S) Agenda Setting Meetings	RAUC(s) Meetings
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Future Meeting Dates to be Agreed.

The meeting closed at 12.50