

contract with Renewi which ends in September 2026, the Deposit Return Scheme and the Household Waste Recycling Charter. Discussions continue with civil servants from Scottish Government regarding the above and discussions continue with neighbouring local authorities with a view to maximising collaboration opportunities.

Winter Policy Update

- 3.4 Winter maintenance standby rotas commenced on Friday 29 October. This follows the current in season policy agreed at the September meeting of the Environment, Development and Infrastructure Committee. The first three months of the winter standby period saw 34 equivalent full fleet runs against an annual budget allowance for 62 full fleet runs. This equates to a commitment of 55% and now gives a direct correlation in statistical activity, in 55% of the standby duration to date. The salt tonnage used at the end of January was 5,528 tonnes, equal to the lowest volume recorded as used in the first 3 months of any season, since weekly recording of activity began in 2009-10, salt stocks remained steady at around 8,600 tonnes.
- 3.5 Members will be very much aware of the national shortage of HGV drivers. Whilst we have not lost a significant number of drivers, this does have an impact on recruitment of HGV drivers. This is being compounded by some absence being experienced through Covid.

Public Transport

- 3.6 Officers are currently liaising with West Coast Motors on roll out and implementation of Pingo app-bookable bus service. The Pingo app funding is provided by HITRANS for up to a years' trial, however, the app is being tested on two Council contracted demand responsive services - Cowal DAB and Kintyre Ring n Ride. Subject to a satisfactory trial, this system is likely to be rolled out more widely. One of the key considerations for the potential future of this service is how members and users can be consulted in terms of the review of the pilot and the possible next steps. Certainly we will try where possible to provide Members with updates on any changes to bus services which need to be made for operational reasons. Members will note from the recent briefing note on public transport though, that services can change on an almost daily basis across the 80 different services managed by our small public transport team, so it may not always be possible to provide real-time updates. Further information on Pingo was provided to all members in a recent briefing note.

Bridge Inspections and Capital Works

- 3.7 The Infrastructure Design team continue to carry out bridge inspections to all approx 900 structures on a rolling programme across Argyll and Bute to ensure they are safe and fit for purpose. This inspection regime identifies remedial works which are programmed for delivery.
- 3.8 The team were also successful in a highly competitive bidding process for bridge funds totally £5,5million. We are currently in the process of putting a

capital programme in place to utilise this welcome funding. The fund will be used to undertake proportionate works on bridges in need of repair, identified through our inspection programme/records.

White lining

- 3.9 In response to recent enquires from local members a proactive briefing note on white lining work was issued to all members which provided answers to various FAQs. In particular there have been a number of enquiries about the reason for delays, and these can be summarised as follows:

There are a multitude of reasons that can result in delays being experienced for road markings being laid. These include but are not limited to:

- availability of the lining contractor along with availability of their accommodation, availability of ferries (this has been a particular issue for us in Islay and Mull this year),
- weather conditions (road markings are dependent on dry road surfaces). The increase in staycation this year has been an added pressure for contractors trying to complete work in the area with less accommodation availability.

There also needs to be a certain period of time following surface dressing to allow the new surface to bed in before lining can be applied – this will vary on the specification of surface dressing and the volume of traffic. Essentially what this means is that the chips need to be fully embedded prior to the lining being applied on roads with limited traffic volumes, this embedment will take longer than on roads with higher volumes of traffic. Some notable progress has been made in Bute and Cowal in recent weeks despite challenging weather conditions. Of course, like any other area of work, schemes are prioritised in accordance with the road hierarchy and roads asset management plan, so

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For further information contact:

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