

ROADS AND INFRASTRUCTURE SERVICES UPDATE

1.0 INTRODUCTION

- 1.1 A Roads and Infrastructure standing report was a fixture on Area Committee agendas throughout the life of the last Council. In the first two rounds of Area Committee meetings in the new Council feedback was sought on the value of these updates, and their format and frequency. Generally Members felt having a standard item was beneficial and it was acknowledged that the Roads and Infrastructure weekly briefings issued to all members each Friday afternoon provide for the main sources of live information on current activities. On top of these briefings there is a bank of resources on the new Member Zone system which include the weekly briefings, subject specific briefings, ad hoc short briefings on issues, relevant previous committee reports, operational service procedures, legislation and Council policies.
- 1.2 In the last Council the purpose of these reports was to provide an update on service activities but since weekly briefings were introduced around 18 months ago [at the time of writing this report we are on to briefing Edition 72] these have largely superseded the original stated purpose of these reports.
- 1.3 On the basis of the above a new format is proposed for these standing area committee reports which removes duplication for Officers and rather links to existing published information, with additional updates only in the body of the reports if these are specifically requested/noted from previous meetings. The report remains as a standing item and continues to provide the opportunity for Officer engagement at the committee meetings.

2.0 RECOMMENDATIONS

It is recommended that the Area Committee:

- 2.1 Note and consider the contents of this report, and provide feedback on the proposed new format.

3.0 DETAIL

- 3.1 Roads and Infrastructure Services provides Members with weekly briefings on topical service activities which are all available [here](#).
- 3.2 As part of the resources on the new Member Zone system there are various key documents available in an online library [here](#).
- 3.3 The recent consultation on future options for Burnside Square had 569 responses which provided following the £15million Campbeltown Flood Scheme provided the following results:

Flexible space	275	48%
Car park	51	9%
Events space	232	41%
Other	11	2%

- 3.4 Officers met with South Kintyre members in Campbeltown on 8th November to discuss next steps. Following that meeting the following design outline statement is proposed for Burnside Square:

We agreed to a general statement of intent for the space, which was:-

Burnside Square is a flexible public events space, and when not being used for events it is a public car park.

- 3.5 In terms of specific features, we agreed to ask our designers to explore the following options, while noting that we need to give due regard to any technical/engineering necessities arising from the underground flood attenuation tank.

Possible features:

- Retain the existing car park access as an entrance only and add a new exit onto Union Street, with the car park therefore operating on a one-way basis
- Remove the existing planters and do not replace them. This was on the basis that space can then be maximised for community use.
- Install an appropriate number of poles around the Square to facilitate community decorative lighting and hanging baskets. Explore the possibility of electricity points in or at some or all of these poles. *POST MEETING NOTE* – the existing amenity heritage lighting columns around the square appear to be suitable for this purpose. Subject to design checks these columns will be used for this purpose.
- Sensitively block off vehicular access to Harvey's Lane and Cross Street
- Maximise the available width in the pedestrianised areas for the businesses on those streets to have outdoor seating while still providing a pedestrian walkway – this effectively provides similar width of pedestrianised area on both sides of the square.
- Install tie down points around the perimeter of the square for gazebos/stall for events.

- Have a surface which is aesthetically as near to like for like as is reasonably practical
- Remove car parking from the centre of the car park – car parking spaces only around the perimeter. This was on the basis that the pedestrianised areas would be widened slightly, and also to allow the car park to work better/more safely. Exact number of spaces this would allow for to be confirmed. Note the existing arrangements is considered to be too tight for central parking, the widening of the pedestrianised area reduces the central width further.
- Install specific disabled spaces at the Union Street side of the car park as an appropriate proportion to the number of overall spaces.
- Look to move the palm trees from the square to a local public site yet to be confirmed – accepting that it is not possible to guarantee that the trees will survive although reasonable endeavours will be made to preserve the trees.
- Offer the cherry trees to any organisation/local group who wishes to attempt to replant, subject to the organisation/group organising transport and planting.

In addition it should be noted that there will be the need to have a height restriction barrier at the access points to ensure that no unauthorised heavy vehicles can drive onto the square. We are investigating options for these to ensure they are in keeping with the setting and that they can be opened/removed as necessary in case any event organisers hosting events have high sided vans/trucks etc.

- 3.6 The above noted design outline is not expected to have any budgetary implication for the project – there is an existing pack of engineering drawings which formed the basis of the tender and have been priced for and costed into the overall budget. The above noted changes are superficial in design/budget terms but will provide for an enhanced space for use of the community to support local events while maintaining car parking options when not in use as an events space.

4.0 CONCLUSION

- 4.1 This report provides links to existing published information on service activities and provides for the opportunity for Officer attendance and engagement at committee meetings.

5.0 IMPLICATIONS

5.1 Policy – none

5.2 Financial – none

5.3 Legal – none

5.4 HR – none known

5.5 Fairer Scotland Duty:

5.5.1 Equalities - protected characteristics – none known

5.5.2 Socio-economic Duty – none known

5.5.3 Islands – none known

5.6. Climate Change – none

5.7 Risk – none known

5.8 Customer Service - none

**Executive Director with responsibility for Roads and Infrastructure Services
Kirsty Flanagan**

Policy Lead for Roads and Transport, Councillor Andrew Kain

November 2022

For further information contact:

Jim Smith, Head of Roads and Infrastructure Services; or Mark Calder, Project Manager