

Ayrshire Shared Services Committee

A Meeting of the **Ayrshire Shared Services Committee** of North Ayrshire Council will be held in the **Council Chambers, Ground Floor, Cunninghame House, Irvine, KA12 8EE** on **Friday, 06 June 2025** at **10:00** to consider the undernoted business.

Meeting Arrangements - Hybrid Meetings

This meeting will be held on a predominantly physical basis but with provision, by prior notification, for remote attendance by Elected Members in accordance with the provisions of the Local Government (Scotland) Act 2003. Where possible, the meeting will be live-streamed and available to view at <https://north-ayrshire.public-i.tv/core/portal/home>.

1 Declarations of Interest

Members are requested to give notice of any declarations of interest in respect of items of business on the Agenda.

2 Minutes

The accuracy of the Minutes of the Meeting of the Ayrshire Shared Services Committee held on (i) 6 December 2024 and (ii) 7 March 2025 will be confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973 (copy enclosed).

3 Ayrshire Civil Contingencies

Submit report by the Chief Governance Officer on the progress made against the current Ayrshire Civil Contingencies Team (ACCT) Service Plan for 2025/2026 (copy enclosed).

4 Ayrshire Roads Alliance Service Plan

Submit report by the Head of Ayrshire Roads Alliance on the Ayrshire Roads Alliance Service Plan for 2025/26 (copy enclosed).

- 5 Performance Scorecard**
Submit report by the Head of Ayrshire Roads Alliance on the progress made to date against the Performance Scorecard (copy enclosed).
- 6 Risk Register**
Submit report by the Head of Ayrshire Roads Alliance on the management of risk associated with the Ayrshire Roads Alliance (copy enclosed).
- 7 Roadworks Programme 2025/2026**
Submit report by the Head of Ayrshire Roads Alliance on the progress of work through the roads improvement programmes within East Ayrshire and South Ayrshire for financial year 2025 to 2026 (copy enclosed).
- 8 Development Control Update - Roads Bonds**
Submit report by the Head of Ayrshire Roads Alliance on the current position regarding road bonds held by the Ayrshire Roads Alliance on behalf of East Ayrshire and South Ayrshire Councils (copy enclosed).
- 9 Urgent Items**
Any other items which the Chair considers to be urgent.

Webcasting

Please note: this meeting may be filmed/recorded/live-streamed to the Council's internet site and available to view at <https://north-ayrshire.public-i.tv/core/portal/home>, where it will be capable of repeated viewing. At the start of the meeting, the Provost/Chair will confirm if all or part of the meeting is being filmed/recorded/live-streamed.

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Ayrshire Shared Services Committee Sederunt

North Ayrshire Council

Marie Burns
Joe Cullinane
Scott Davidson
Cameron Inglis

East Ayrshire Council

Barry Douglas
Jim McMahon
Douglas Reid
Neill Watts

South Ayrshire Council

Alec Clark
Craig Mackay
Bob Pollock
Philip Saxton

Chair:

Apologies:

Attending:

AYRSHIRE SHARED SERVICES JOINT COMMITTEE Agenda Item 2

Minutes of Hybrid Meeting held on 6 December 2024 at 10.00 a.m.

Present
in County
Buildings: Councillors Alec Clark and Philip Saxton (South Ayrshire Council).

Present
Remotely: Councillors Clare Maitland and Neill Watts (East Ayrshire Council) and
Councillors Marie Burns and Cameron Inglis (North Ayrshire Council).

Apologies: Councillors Bob Pollock and Craig Mackay (South Ayrshire Council),
Councillors Barry Douglas, Jim McMahon and Douglas Reid (East Ayrshire
Council), Councillors Joe Cullinane and Scott Davidson (North Ayrshire
Council).

Attending
in County
Buildings: L. Jeffery, Civil Contingencies Co-Ordinator (South Ayrshire Council); J.
Corrie, Head of Roads - Ayrshire Roads Alliance; T. Mackin, Strategic
Manager – Ayrshire Roads Alliance; and K. Hancox, Committee Services
Officer (South Ayrshire Council).

Attending
Remotely: J. McLachlan, Chief Financial Officer and Head of Finance and ICT (East
Ayrshire Council).

It was advised that in the absence of Councillor Bob Pollock, Councillor Alec Clark
would chair this meeting.

1. **Declarations of Interest**

There were no declarations of interest by Members in terms of the Joint Committee's
Order No. 25 and the Councillors' Code of Conduct.

2. **Proposed Schedule of Meeting Dates for 2025**

The [Proposed Schedule of Meetings Dates for 2025](#) (issued) was submitted and
approved.

3. **Minutes of Previous Meetings**

The Minutes of [7 June 2024 and 24 September 2024](#) (issued) were submitted and
approved.

4. Ayrshire Civil Contingencies Team

There was submitted a [report](#) (issued) of 27 November 2024 by the Chief Governance Officer advising the Joint Committee on the progress made against the current Ayrshire Civil Contingencies Team (ACCT) Service Plan for 2024/2025 (Appendix 1) and to provide a revised Service Plan for 2025/26 (Appendix 2).

Following a question from a Member regarding his concern surrounding planning for a Power Resilience Emergency, the Civil Contingencies Co-ordinator advised that work had been ongoing for each of the three local authorities.

The Joint Committee

Decided: to approve the progress made against the work plan for 2024/2025 and to accept the new Service Plan for the following years. Highlights were summarised in the following paragraphs and outlined in greater detail at Appendix 1.

Councillors Marie Burns and Cameron Inglis left the meeting at this point.

5. Ayrshire Roads Alliance – Revenue Financial Monitoring Report

There was submitted a [report](#) (issued) of December 2024 by the Chief Financial Officer and Head of Finance & ICT updating the Joint Committee on the revenue budget monitoring position as at 30 September 2024, for the Ayrshire Roads Alliance.

The Joint Committee

Decided:

- (1) to note the financial management position of the Ayrshire Roads Alliance for 2024-25;
- (2) to request a further financial update at the next meeting of the Joint Committee; and
- (3) to otherwise note the contents of the report.

6. Ayrshire Roads Alliance – Performance Scorecard

There was submitted a [report](#) (issued) of December 2024 by the Head of Roads - Ayrshire Roads Alliance advising on the progress made to date against the Performance Scorecard.

The Strategic Manager – Ayrshire Roads Alliance (ARA) advised the Joint Committee that Ayrshire Roads Alliance had received awards in two categories at the Association for Public Service Excellence (APSE), namely Street Lighting – East Ayrshire Council: Most Improved Performer and Roads, Highways and Winter Maintenance – South Ayrshire Council: Best Performer.

A Member of the Committee requested information regarding the number of General Bridge Inspections and why the target had not been met for East Ayrshire, the Strategic

Manager – ARA advised that there had been a long-term absence by the Clerk of Works which had impacted this, however the role had since been filled and work was ongoing to rectify the backlog.

Having heard a Member enquire about the staff quota at Ayrshire Roads Alliance, the Strategic Manager – ARA confirmed that there had been vacancies open which were advertised including Modern Apprenticeships which had received a high volume of applicants; and that it had been hoped all vacancies would soon be filled.

The Joint Committee

Decided:

- (1) to note the performance scorecard presented in the report;
- (2) to continue to receive the performance scorecard updates; and
- (3) to otherwise note the contents of the report.

7. Ayrshire Roads Alliance – Risk Report and Register

There was submitted a [report](#) (issued) of December 2024 by the Head of Roads - Ayrshire Roads Alliance advising on the management of risk associated with the Ayrshire Roads Alliance.

Following discussion regarding the cost of materials for resurfacing roads, the Head of Roads – ARA advised that the roads affected by the delayed resurfacing work would be regularly inspected to ensure no serious safety defects occurred. It was further noted that the cost of materials had been monitored to identify if there had been any changes.

A Member of the Panel stated it would be beneficial for the Ayrshire Roads Alliance telephone number for reporting faults to be better advertised, the Head of Roads – ARA advised that they would consider the use of signs and social media to inform the public.

The Joint Committee

Decided:

- (1) to note the risk register presented in the report;
- (2) to continue to receive updates on progress; and
- (3) to otherwise note the contents of the report.

8. Ayrshire Roads Alliance – Roadworks Programme 2024/25

There was submitted a [report](#) (issued) of December 2024 by the Head of Ayrshire Roads Alliance advising on the progress of work through the roads improvement programmes within East Ayrshire and South Ayrshire for financial year 2024 to 2025.

Comments and questions from Members included:

- (1) highlighting concerns in relation to the Girvan Harbour dredging and the impact of this on the Royal National Lifeboat Institution;
- (2) an update on Pavement Parking and how this would be monitored, the Head of Roads – ARA advised that assessments were complete for East Ayrshire and were nearing completion for South Ayrshire; and that how to monitor pavement parking was under review;
- (3) clarification on Active Travel Funding and the timescale to spend funds received, the Head of Roads – ARA advised that the funding had to be requested in January and if successful, it would be received by March and required to be spent by March the following year; and
- (4) that it had been good to see 97% of scheduled work completed and thanks were given to ARA team.

The Joint Committee

Decided:

- (1) to note the Ayrshire Roads Alliance programmed works 2024/25; and
- (2) to otherwise note the contents of the report.

9. Ayrshire Roads Alliance – Roadworks Programme 2024/25

There was submitted a [report](#) (issued) of December 2024 by the Head of Roads - Ayrshire Roads Alliance advising on the management of the Improvement Action Plan by the Ayrshire Roads Alliance.

A Member of the Committee requested information in relation to the Girvan Flood Scheme which had not proceeded due to no available funding, the Head of Roads – ARA advised that this would be investigated and reported back.

Having heard a Member of the Committee seek information on the timescale for a report to be provided regarding the Prestwick Flood Study, the Head of Roads – ARA advised that this would also be investigated and reported back.

The Joint Committee

Decided:

- (1) to note the Improvement Action Plan presented in the report;
- (2) to note the Improvement Action Plan presented in the for Fleet Management East Ayrshire Only;
- (3) to continue to receive updates on progress; and
- (4) to otherwise note the content of the report.

The meeting ended at 10.40 a.m.

AYRSHIRE SHARED SERVICES JOINT COMMITTEE Agenda Item 2

Minutes of Hybrid Meeting held on 7 March 2025 at 10.00 a.m.

- Present
in County
Buildings: Councillors Bob Pollock (Chair) and Alec Clark (South Ayrshire Council),
and Councillor Jim McMahon (East Ayrshire Council).
- Present
Remotely: Councillor Philip Saxton (South Ayrshire Council), Councillors
Barry Douglas; Douglas Reid; and Neill Watts (East Ayrshire Council).
- Apology: Councillor Craig Mackay (South Ayrshire Council).
- Attending
in County
Buildings: K. Braidwood, Director of Housing, Operations and Development (South
Ayrshire Council); J. Corrie, Head of Roads; and C. Knape, Strategic
Manager (Ayrshire Roads Alliance); and A. Gibson, Committee Services
Officer (South Ayrshire Council).
- Attending
Remotely: P. Whip, Group Finance Manager (East Ayrshire Council).

1. Declarations of Interest.

There were no declarations of interest by Members in terms of the Joint Committee's Order No. 25 and the Councillors' Code of Conduct.

2. Revenue Financial Monitoring Report 2024/25.

There was submitted a report ([issued](#)) of February 2025 by the Chief Financial Officer and Head of Finance and ICT providing an update on the revenue budget monitoring position as at 31 December 2024, for the Ayrshire Roads Alliance.

Having heard a Member of the Committee make an enquiry in relation to the position regarding vacancies and the need to retain staff within the Ayrshire Roads Alliance and having heard various officers in response, it was noted that there was now a training officer in post.

Following an enquiry from a Member, it was agreed that the Head of Roads, Ayrshire Roads Alliance would provide Members of the Joint Committee with figures relating to the income received for parking charges for both East Ayrshire and South Ayrshire.

The Joint Committee

Decided:

- (1) to note the financial management position of the Ayrshire Roads Alliance for 2024-25;
- (2) to note the interventions that were being taken to address the adverse financial position;
- (3) to request that a further financial update be provided at the next meeting of the Joint Committee; and
- (4) to otherwise note the contents of this report.

3. Roadworks Programme 2024/25.

There was submitted a report ([issued](#)) of February 2025 by the Head of Roads - Ayrshire Roads Alliance advising on the progress of work through the roads improvement programmes within East Ayrshire and South Ayrshire for financial year 2024 to 2025.

Following discussion regarding electric charging points provided in East Ayrshire; various ward issues; the Ayrshire Roads Alliance recent APSE awards; the effects of the recent storm in January of this year and issues relating to ash dieback, the Joint Committee

Decided:

- (1) to note the Ayrshire Roads Alliance programmed works 2024/25; and
- (2) to otherwise note the contents of the report.

4. Improvement Action Plan.

There was submitted a report ([issued](#)) of February 2025 by the Head of Roads - Ayrshire Roads Alliance advising on the management of the Improvement Action Plan by the Ayrshire Roads Alliance.

Following discussion regarding Active Travel Funding, the Joint Committee

Decided:

- (1) to note the Improvement Action Plan, as presented in this report;
- (2) to note the Improvement Action Plan, as presented in this report for Fleet Management (East Ayrshire only);
- (3) to agree to continue to receive updates on progress; and
- (4) to otherwise note the content of the report.

5. Performance Scorecard.

There was submitted a report ([issued](#)) of February 2025 by the Head of Roads - Ayrshire Roads Alliance regarding the progress made to date against the Performance Scorecard.

Having heard the Head of Roads, Ayrshire Roads Alliance advise of amendments to the figures for East Ayrshire Council for 2022/24 and following a question from a Member, it was agreed that she would provide the Members of the Panel with details on the success of the portal provided for the public to report potholes.

Having heard a Member of Joint Committee, it was agreed the Head of Roads, Ayrshire Roads Alliance would revisit the average set by themselves for the number of Priority 1 Repair Lines issued for East Ayrshire Council, as APSE's average was 91.20%.

The Joint Committee

Decided:

- (1) to note the performance scorecard presented in the report;
- (2) to continue to receive the performance scorecard updates; and
- (3) to otherwise note the content of the report.

6. Risk Report and Register.

There was submitted a report ([issued](#)) of February 2025 by the Head of Roads - Ayrshire Roads Alliance advising on the management of risk associated with the Ayrshire Roads Alliance.

The Joint Committee

Decided:

- (1) to note the risk register, as presented in the report;
- (2) to agree to continue to receive updates on progress; and
- (3) to otherwise note the contents of the report.

The meeting ended at 10.50 a.m.

Report by the Chief Governance Officer to Ayrshire Shared Services Joint Committee of 6 June 2025

Subject: Ayrshire Civil Contingencies Team

1. Purpose

- 1.1 The purpose of this report is to advise the Joint Committee on progress made against the current Ayrshire Civil Contingencies Team (ACCT) Service Plan for 2025/2026 (Appendix 1) and draw attention to any other work currently being undertaken or developed by the team.

2. Recommendation

It is recommended that the Joint Committee:

- 2.1 Approve the progress made against the work plan for 2025/2026

3. Background

- 3.1 The ACCT has provided civil contingencies services on behalf of the three Ayrshire Councils since it was established in 2008.

- 3.2 The Team has a responsibility to ensure the provision of the following key requirements on behalf of the North, South and East Ayrshire Councils;

- Operation of an on-call service to provide 24/7 response for Civil Emergencies as the Duty Officer(s) on behalf of any of the affected Councils.
- Preparation of a consistent Civil Contingencies Response and Recovery Plan for approval and implementation by each of the 3 Councils.
- Maintenance of an accurate and up to date Emergency Contact Directory for each of the 3 Councils.
- Development and delivery of training programmes to ensure key staff within each Council know and understand their emergency roles and are prepared to respond to major incidents and civil emergencies.
- Preparation and maintenance of Contingency Plans for specific sites, which are also tested on a multi-agency basis at 3 yearly intervals.
- Maintenance of a range of plans to cover the response to emergencies of non-site specific risk.

- 3.3 This work is routinely monitored and evaluated by a Steering Group comprising the Head of Service from each Council with the responsibility for Civil Contingencies.

4. Progress against our Service Plan.

- 4.1 Whilst the team reported a full complement of 3.5 at the December 2024 meeting, this was since been reduced to 3 since January 2025 (due to secondment) and again to two from April as there is currently one member of the team off sick and not expected back until mid-July at the earliest. This has had some impact on our progression of our workplan but not significantly so.
- 4.2 There has been continued focus since 2024 on internal training for those who will be required to assume the roles of Council Incident Officers and Council Incident Coordinators in the event of a major incident within any of the 3 Council areas. We are now about to do the second sessions for the year across the 3 councils where we will be focussing of Recovery and what it is. For the next session few sessions we are planning to do specific team sessions where we can look at incidents which will not have a full council impact, for example, the recent fire at Dalmilling which only affected a few services, for example, Housing and Building Standards. At the training in late May we were given some scenarios which senior officers would like to do as part of a smaller group within their own teams. We are also planning to have training for Survivor Reception Centres and Family and Friends Centres as part of our Care for People response; as recently the HSCPs agreed that they had the staff with the skills to assist Police Scotland in staffing these centres in advance of them arriving.
- 4.3 The 'lunchtime learning' initiative continues, which includes short, focused sessions for relevant Officers covering an overview of a recent incident by the multi-agency officers involved; the issues which arose and how these were resolved through the incident debrief.
- 4.4 The Emergency Contact Directories for the 3 Councils are currently being updated and will be issued for June 2025. These documents contain the contact details for all personnel who may need to be contacted to respond to a major emergency.
- 4.5 You may recall from the last report that we have Fail to Sail plans for both Arran and Cumbrae however additional work was required for consideration of looking after young people who were travelling alone. This has now been resolved and a solution has been found using the Arran Outdoor Centre. Additionally, we have carried out two training sessions for community volunteers to assist in the Care for People response on Arran and we now have six volunteers who have agreed to assist if required. ACCT led on the exercise planning for the multi-agency exercise which was held on 24 April and attended by over 50 responders and publicised in the Arran Banner. This exercise was considered very useful by those participating.
- 4.6 The work to prepare for a Power Resilience emergency continues within the three Local Authorities and all Council services are required to consider and plan for alternative models of service delivery during this type of incident. An alternative solution is still being sought for resilient communications as Starlink has been paused.
- 4.7 The 3 yearly review of a number of External Plans continues. The team is currently leading on the multi agency exercise and plan review for two COMAH sites, DM Beith Munitions and Chemring Energetics in Stevenston which is limited live play. Live play exercises take much more time and effort to plan and this will be taking place in the autumn of 2025. We have also updated some Multi Agency Incident Response Guides for Grissan in Girvan and for Barony in Irvine and Auchinleck.

- 4.8 As well as the Arran exercise on 24 April, we also had an exercise for Kilmarnock FC which was also attended by Ayr United FC and gave both clubs an opportunity to test their plans during exercise scenarios. Ayr United now also have a Multi Agency Incident Response Guide plan for the stadium for the first time.
- 4.9 The team has significant involvement in the Council and multi agency preparation for the Ayrshow in September. The planned exercise for community events before the summer has not been able to be arranged and will be rescheduled for next year but we still hope to have an event for firework display organisers to ensure that they are aware of their legislative and health and safety responsibilities in hosting this type of event.
- 4.10 The ACCT has assisted in coordinating the response to a number of incidents and was highly involved in the response to the Red Weather warning on 24 January by coordinating the multi agency partners in advance of this and throughout the following weekend and into the next week. The debrief of this has been completed and the actions arising from it is being progressed by the Ayrshire Local Resilience Partnership's Training Exercising and Learning subgroup which we attend. ACCT had involvement in the Battery Recycling Centre fire in Kilwinning on 9 April 2025 and are pleased to report that any learning from the previous incident was used and the response to the Care for People element was much smoother with the partners immediately establishing a Care for People group and using the agenda which was an action arising from the previous incident.
- 4.11 The team have not managed to progress the Battery Energy Storage Sites (BESS) Multi Agency Incident Response Guide due to our initial visit to the site in Lanarkshire being scheduled for the day of the battery recycling centre fire and the partners having to cancel but this has been rescheduled to 17 June when it is hoped it will proceed. Officers will, after this, be able to start developing a skeleton plan which they can use for all the sites across Ayrshire.
- 4.12 It is proposed that the Joint Committee notes and approves the work to date which is also reflected in the ACCT Service Plan at Appendix 1 and approves the workplan.

5. Legal and Procurement Implications

- 5.1 The recommendations in this report are consistent with legal requirements.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 Not applicable.

7. Human Resources Implications

- 7.1 Not applicable.

8. Risk

- 8.1 ***Risk Implications of Adopting the Recommendations***

8.1.1 There are no risks associated with adopting the recommendations.

8.2 ***Risk Implications of Rejecting the Recommendations***

8.2.1 Rejecting the recommendations may give rise to external criticism, breach of statute or legal challenge.

9. **Equalities**

9.1 The proposals in this report allow scrutiny of performance. The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an equality impact assessment is not required. Any specific island issues are considered in the report.

10. **Sustainable Development Implications**

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

11. **Options Appraisal**

11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

12. **Link to Council Plan**

12.1 The matters referred to in this report contribute to the delivery of all Council strategic objectives.

13. **Results of Consultation**

13.1 There has been no public consultation on the contents of this report.

Person to Contact **Lesley Jeffery – Civil Contingencies Coordinator, ACCT.**
Catriona Caves, Head of Service, South Ayrshire Council.
River Terrace, Ayr
Phone 01292 616289
E-mail: Lesley.jeffery@south-ayrshire.gov.uk or
catriona.caves@south-ayrshire.gov.uk

Date: 23 May 2025



AYRSHIRE CIVIL CONTINGENCIES TEAM

Introduction

- 1.1 The Ayrshire Civil Contingencies Service Plan covers the period 2025/2026 and sets out what we intend to achieve over the next year based on the resources available to us.
- 1.2 Effective Contingency Planning is crucial to the achievement of the combined objectives of North, South and East Ayrshire Councils and the success of the strategic operation and delivery of all Council Services. The Ayrshire Civil Contingencies Team (ACCT) is responsible for developing and delivering a work plan that ensures compliance in respect of statutory obligations and endeavours to support all Council services embed robust contingency planning arrangements. The team will support the 3 Councils and relevant multi-agency partners to ensure that response and recovery in the event of adverse incidents is efficient and carefully planned.
- 1.3 Actions have been formulated and form the basis of the ACCT Work Plan. This is reported on and scrutinised quarterly by the Ayrshire Civil Contingencies Steering Group comprising of the Head of Service from each Council with the responsibility for Civil Contingencies. The 3 Ayrshire Council Shared Service Joint Committee has a remit to approve the plan and/or progress made on a 6 monthly basis. We have agreed challenging targets for the team in order to continuously improve the way we work and to take account of the statutory obligations imposed on all 3 Councils as Category 1 responders in line with Civil Contingencies legislation.
- 1.4 By planning and monitoring our progress for 2025-2026 we aim not only to contribute to the achievement of the strategic objectives of the 3 Ayrshire Councils but also support our colleagues within Health and Social Care, NHS Ayrshire and Arran, the Emergency Services and a wide range of multi- agency responders. These partners form the core membership of the Ayrshire Local Resilience Partnership (ALRP).

2 Profile

- 2.1 The Ayrshire Civil Contingencies Team has a responsibility to ensure the provision of the following key requirements on behalf of the 3 Councils;
 - Operation of an on-call service to provide 24/7 response for Civil Emergencies as the Duty Officer(s) on behalf of any of the affected Councils.
 - Preparation of a consistent Civil Contingencies Response and Recovery Plan for approval and implementation by each of the 3 Councils.
 - Maintenance of an accurate and up to date Emergency Contact Directory for each of the 3 Councils.
 - Development and delivery of training programmes to ensure key staff within each Council know and understand their emergency roles and are prepared to respond to major incidents and civil emergencies.
 - Preparation and maintenance of Contingency Plans for specific sites, which are also tested on a multi-agency basis at 3 yearly intervals.
 - Maintenance of a range of plans to cover the response to emergencies of non-site specific risk.
- 2.2 To date the service is working within an overall net revenue budget for the team of £164,270 (2024-2025). It is delivered utilising a workforce of 3.5 FTE, however long-term absence has been impacting staffing provision since August 2022; firstly with the ACCT Coordinator who was off long term until the appointment of Lesley Jeffery in the Coordinator role in April 2024 and the appointment of the Officer role in July 2024 and we currently have an officer who has been on sick leave since mid April . **Please note that we are currently reduced to 3FTE staff.**
- 2.3 The income for the team will be substantially reduced going forward as there is no longer as much work required for Hunterston B planning now that the site is defueled. The team has agreed to develop a MAIRG (Multi Agency Incident Response Guide) for the site and for Hunterston A now that it can no longer be included in Hunterston B planning but this will be at

a significantly reduced cost (if any) as we can only charge for exercise planning and plan review.

3 How are we doing?

- 3.1 Demanding performance targets are set through the Performance Development and Review (PDR) process. This helps us embed a culture of improvement within the team and aims to ensure the achievement of outcomes within the Service Plan. These are further articulated through team meetings where assigned activities are monitored and assessed. Prioritising workloads and establishing clear deadlines are key features on the allocation of tasks.
- 3.2 The Team's performance is tracked and measured using the South Ayrshire Council Performance Management System approach, and new initiatives progressed as the contingencies planning landscape evolves. The team is actively supported and encouraged to consider opportunities to introduce new and innovative ways of working.
- 3.3 There has been an investment in training for the team and officers have the opportunity to attend external events and participate in a range of external or multi-agency forums which help ensure knowledge of best practice in Civil Contingencies. We hope that this will continue.
- 3.4 Areas identified for improvement are being taken forward and these include more regular refresher training opportunities for key Council managers and the further development of online e-Learning training in Civil Contingencies to extend the reach and breadth of core skills across a wider range of participants within North, South and East Ayrshire Councils.

4. The challenges we face

- 4.1 These are outlined as follows: -

- External

An increase in adverse and concurrent incidents, emergency or weather events stretch existing resources in terms of ensuring that Civil Contingencies responses are well planned and tested. Additional high-profile events, which rely on Council support also place considerable pressure on available time and expertise. Legislative change or amendment to government policy will also impact workloads.

- Internal

Conflicting priorities and resourcing pressures across a number of service areas can expose gaps in terms of demonstrating a fully corporate approach to the implementation of well embedded Contingency Planning. There can often be challenges in terms of persuading services of the business benefits in preparing and testing contingency plans.

5. Detailed Service Plan

- 5.1 The strategic outcomes for all 3 Councils are underpinned by having robust processes for risk management and resilience. How we intend to contribute to the successful achievement of the 3 Ayrshires' objectives is set out in the detail in the ACCT Service Plan on the following pages.

6. Governance

- 6.1 The progress made by the ACCT is analysed on a quarterly basis by the 3 Council Civil Contingencies Steering Group. The Service Plan will be developed on an annual basis and subject to approval and scrutiny by the Shared Service Joint Committee.

Plans, Procedures and Guidelines

It is important to note that by its very nature Civil Contingencies work activity is often reactive and the team endeavour to respond to events and circumstances as they arise. The Councils' Civil Contingencies Response and Recovery Plans are deliberately generic and provide a framework which allows for speedy response to emergencies as they arise. The Service Plan will therefore be regularly updated as and when required.

Copies of the ACCT and other resilience documents are hosted on each Council's Resilience Direct page and on their shared drive system - access is limited to those who have a key role responding to an emergency - the links are noted below.

South Ayrshire - [ACCT on Sharepoint](#)
North Ayrshire - on Resilience Direct

East Ayrshire - [ACCT on Shared Drive](#)

Update Prepared – 23 May 2025

Ayrshire Civil Contingencies Team - Work Plan for April 2025 to March 2026

The following tables outline key contingencies plans, training and exercises for the Civil Contingencies Team. It includes work activity ongoing or completed within 2024 and further actions for 2025-2026. The ACCT is either leading on these or providing support to other agencies on their development. It also includes reference to Civil Contingencies sub-groups which may be contributed to by ACCT.

Internal Plans / Training and Exercises led by ACCT	Target Date for next review
Civil Contingencies Response & Recovery - SAC (Review) S	March 2025 June 2025
Civil Contingencies Response & Recovery – NAC (Review) N	March 2025 June 2025
Civil Contingencies Response & Recovery – EAC (Review) E	March 2025 June 2025
Local Incident Room Guidelines – SAC (Exercise) S	Ongoing COMPLETE
Major Accident Hazard Gas Pipelines - Ayrshire Plan (Review and Exercise) N S E	December 2023 (D) August 2025
Care for People – Emergency Support Centres Guidelines (Review & Exercise) N S E	ongoing
Black Start and Power Resilience Recovery (Councils) N S E	ongoing
Emergency Contact Directories (biannual updates June and December) N S E	June 2025
Pandemic Influenza Plan N S E	June 2025
Incident Management Training – 3 sessions per year	December 2025

Note:

- South Ayrshire Pandemic Influenza plan is complete and has been shared with BC colleagues in North and East for their view
- Incident Management Training has been arranged for all three councils for 3 sessions each in 2025.

Internal Plans / Training and Exercises led by ACCT – completed for 24/25	
Mobile Telephone Privileged Access System (MTPAS) N S E	December 2025
eLearning package for Community Support Centres / Care for People Awareness N S E	December 2025
eLearning package for Civil Contingencies Awareness N S E	December 2025
eLearning Civil Contingencies package for Elected Members (Develop) N S E	December 2025
Former Station Hotel, Ayr – Major Incident Response Guide (MAIRG) S This plan has been deleted as it is no longer required	June 2025
Fuel Disruption Plan - Fleet Management N S E	December 2025
Local Incident Room Guidelines - SAC S (and review of East Ayrshire)	June 2025 August 2025
Shoreline Response Plan (Develop) N S	tbc
The above Plans / Training will be reviewed again prior to financial year end 2025/26. Target dates have been amended in May 2025 via the Ayrshire Shared Service Panel report. Any additional work activity identified will also be included within the report.	

External Plans / Training and Exercises led by ACCT	Target Date for completion
Defence Munitions Beith External Contingency Plan (Review & Exercise) N	2026
Hunterston B Offsite Contingency Plan (Review and Exercise) N (revised plan requested by Office for Nuclear Regulation)	Reviewed January 2025
Hunterston B Offsite Contingency Plan (Redacted Version) N (revised plan requested by Office for Nuclear Regulation)	Completed February 2024
DSM (Dutch State Mining) Nutritional Products Contingency Plan (Review & Exercise) N	August 2026
Chivas Brothers – Balgray and Willowyard (Review & Exercise) N	March 2027
Chemring, Stevenston External Contingency Plan (Review & Exercise) N	November 2025
Spaceport COMAH Plan (prepared in conjunction with identified partner) S	On hold
Wm Grants External Contingency Plan (Review & Exercise) S	November 2027
Avian Flu Carcass Disposal Plan	December 2025
Arran Fail to Sail Plan (N)	April 2025
Arran Care for People Response (N)	April 2025
Cumbrae Fail to Sail Plan (N)	Complete Review 2027
Hunterston B Flask Removal Plan (N)	Complete
Multi Agency Response Guide for Grissan, Girvan (S)	Complete Review 2027
Care for People Review (All)	March 2025 August 2025

Learning from Incidents Training sessions (new initiative for 2023) (All)	Ongoing
Community Events Tabletop Exercise (All) (NEW) – rescheduled to 2026	May 2025 May 2026
Community Fireworks Tabletop Exercise (All) (NEW)	August 2025

Note:

- Care for People review is ongoing but is taking longer than expected.

External Plans / Training and Exercises - Working with Multi Agency Partners	Lead	Target Date for completion
Hunterston B – Training and Exercising Programme N	EDF	Ongoing
Black Start and Power Resilience Recovery (Multi Agency) MA	ALRP	Ongoing
Radiation Monitoring Unit Arrangements N (delayed – awaiting SG decisions)	ALRP	TBC
WoSRRP Mass Fatalities Arrangements - (Review and Exercise) MA	WoSRRP	TBC by WoSRRP
Marine Pollution Response Plan - Girvan Harbour (Biannual Notification Exercise, Review Plan & Table Top Ex Carrick) S MA	ARA	ongoing
Animal Health MAIRGs (Review) MA	EH&TS	Complete
Glasgow Prestwick Airport Multi Agency Contingency Plan S MA	GPA	Complete Review October 2027
Ayrshire Safer Shores Initiative Response Arrangements N S MA	Police	May 2025
ALRP Disruptive Weather Response Arrangements MA	ALRP	Complete
Kilmarnock Football Club E MA Exercise is taking place on 7 March 2025 with Ayr United FC	KFC	October 2027
Kilmarnock Prison E MA	Scottish Prison Service	TBC
Develop ALRP Generic Response Guide (for Initial Response)	ACCT	March 25
Develop ALRP Response Guide / Plan to Battery Energy Storage Site (BESS) Facilities	ACCT / SFRS	March 25 September 25
Participate in development of ALRP Response Guide to Foxgrove facility	NHS	December 2024 DELAYED
Port Health Plan NEW	NHS / SAC	December 2025

Note:

- Further discussions will take place on the required changes for Hunterston B as it moves out of REPIR legislation in early 2025.
- Foxgrove plan is delayed as it has not yet been handed over to NHS

Supported Tasks - Participation at Sub Groups	Lead Agency	Update
Community and Business Resilience Sub Group (developing and sharing best practice) MA	WoSRRP	Ongoing
Training, Exercising and Learning Sub Group (developing and sharing best practice) MA	WoSRRP	Ongoing
Warning and Informing the Public – Media Plans, Websites MA	Councils	Ongoing
Ukraine Tactical ALRP Sub Group MA	Councils	Subsumed into other groups
ALRP Power Resilience MA	Councils	Ongoing
Provide Secretariat to Ayrshire Local Resilience Partnership (ALRP) MA	ACCT	Ongoing
Community Resilience (provide advice and support to local community councils and resilience groups – ad hoc) MA	ACCT	Ongoing

Colour coded abbreviations	
Work undertaken on behalf of North Ayrshire	N
Work undertaken on behalf of South Ayrshire	S
Work undertaken on behalf of East Ayrshire	E
Work undertaken on behalf of ALRP or other agencies	MA (Multi Agency)

Lesley Jeffery
ACCT Coordinator
23 May 2025

6 June 2025

Report by the Head of Roads – Ayrshire Roads Alliance

AYRSHIRE ROADS ALLIANCE SERVICE PLAN 2025/26

Purpose of report

- 1 The purpose of this Report is to seek the Joint Committee approval for the Ayrshire Roads Alliance Service Plan for 2025/26

Recommendations

- 2 It is recommended that the Joint Committee:
 - i. **Approves the Ayrshire Roads Alliance Service Plan for 2025/26 (Appendix 1)**
 - ii. **Notes the confirmed finance budgets for 2025/26**
 - iii. **Notes the Performance Scorecard for 2024/25 (Appendix 2)**
 - iv. **Requests that progress updates are provided to future meetings of the Joint Committee,**
 - v. **Otherwise, notes the content of this Report.**

Background

- 3 The first Ayrshire Roads Alliance Service Plan for 2014/15 was approved by Joint Committee on 23 May 2014. As part of all Service Plans it was agreed that the draft Service Plan is approved prior to submission to both East Ayrshire Council and South Ayrshire Council.

Main report/main issues

4. The service plan included in Appendix One provides detail on the current operating position of the Ayrshire Roads Alliance and sets out the vision, aims and objectives for the 2025/26 financial year.

The activities to be undertaken in support of these objectives are as follows:-

- the service ten year review;
- the Performance Management Framework as approved and updated at every Joint Committee;
- the Risk Register and Report which has established a method of effective management of risk to ensure service improvement through better service delivery; increased certainty and fewer surprises; more effective and

efficient management of resources; reduced waste; and better management at all levels through improved decision-making; and

- the Benefits Realisation Strategy and Plan which sets out how benefits will be tracked and controlled across the fully integrated Roads service and which was approved by the Joint Committee in on 1 May 2015.
4. The Service Plan reflects the settled position in terms of South Ayrshire Council and east Ayrshire Council budgets both approved on 27th February 2025 and describes the challenges and the targets for the service.
 5. In addition to Revenue Budgets, the Ayrshire Roads Alliance receives budgets from other sources including capital, and grants from the Scottish Government, Strathclyde Partnership for Transport; and other organisations including both external to the Council and internal Council Departments.
 6. The Ayrshire Roads Alliance has been in operation for just over eleven years, and has achieved a significant amount in that time. The new integrated operating model provides an excellent platform for service delivery and will continue to facilitate a number of continuous improvement initiatives.
 7. Significant challenges lie ahead in terms of maintaining good performance, dealing with financial pressures and their impact on service delivery and delivering on the Benefits Realisation Strategy and Plan to ensure that all the revenue saving targets are met. The Benefits Realisation Strategy and Plan was approved by the Ayrshire Shared Services Joint Committee on 1 May 2015.
 8. The Service Plan contains a change programme, which is complemented by the Business Realisation Strategy and Plan. This has been designed to enable the Ayrshire Roads Alliance to achieve the objectives of the detailed business case set out in June 2013.

Implications

Implications	Yes	No	Paragraph number in report
1. Policy/Strategic Planning	X		9 & 10
2. Governance	X		11
3. Human Resources	X		12
4. Equality and Fairer Scotland Duty	X		13 & 14
5. Financial	X		15
6. Risk	X		16
7. Community Wealth Building	X		17
8. Net Zero	X		18

Policy/strategic planning implications

9. A well maintained road network will contribute to achieving the Community Plan objectives in relation to Economy & Skills and Safer Communities to maintain good access to our communities within East Ayrshire and the wider road network; improve community safety; improve road safety; improve the infrastructure and help reduce road accidents.
10. The matters referred to in this report contribute to Priority 1 of South Ayrshire Council Plan: Spaces and Places / Moving around and the environment – “Everyone can access streets, places and spaces that make a positive contribution to wellbeing, are well connected, well designed and maintained”

Governance Implications

11. The work of the Ayrshire Roads Alliance is undertaken in accordance with relevant legislation.

Humans resources Implications

12. The Service Plan has no direct impact on human resources. However, as the Improvement Action Plan work develops, and reviews are completed, it is expected that some impact on human resources will arise.

Equality impact and Fairer Scotland duty implications

13. The proposals in this report allow scrutiny of performance (Ayrshire Roads Alliance 2024/2025 Performance Report). The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an Integrated Impact Assessment is not required.
14. In relation to the Ayrshire Roads Alliance 2025/2026 Service plan, this is a combination of both operational and strategic priorities and the equality impact assessment paperwork has been previously carried out as part of Cabinet papers and will be carried out in the future where appropriate.

Financial implications

15. The Ayrshire Roads Alliance delivers the strategic and local services as stated in the Service Plan. The budget is provided by East Ayrshire Council, South Ayrshire Council, and other external organisations. Appropriate scrutiny arrangements are in place to manage these budgets

Risk implications

16. The Risk Register assists in the prioritisation of risks that need to be mitigated by the Ayrshire Roads Alliance in order to reduce the overall risk to either Council and to comply with the Community Plan/Council Plan in both partner bodies.

Community Wealth Building implications

17. The works programme provides economic levers to develop resilient, inclusive local economies with more local spend and fair employment, as well as ensuring that wealth is more locally owned and benefits local people

Net zero implications

18. The Ayrshire Roads Alliance Service Plan supports and links to East Ayrshire Climate Strategy Themes

Theme 2: Transport

Theme 4: Natural Environment

Appendices (if applicable)

- 1 The Ayrshire Roads Alliance Service Plan - 2025/26
- 2 Ayrshire Roads Alliance Performance Scorecard 2024/25

Background papers

1. Benefits Realisation Strategy and Plan – 1 May 2015 – Joint Committee

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Appendix 1

Service Plan 2025-2026

April 2025

A Partnership between East Ayrshire Council and South Ayrshire Council

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INTRODUCTION

The Ayrshire Roads Alliance is a shared integrated roads and transportation service which provides the roads service for East Ayrshire Council and South Ayrshire Council.

The Service is delivered with the overall objective of improving the road and transportation service in the East Ayrshire and South Ayrshire areas to move the Ayrshire Roads Alliance to a position that will deliver at least £8.634 million of savings by 2024.

The Ayrshire Roads Alliance is governed by the Ayrshire Shared Service Joint Committee. The Joint Committee has responsibility for all shared Council services in Ayrshire.

The Shared Services Minute of Agreement describes the functions of the Joint Committee as follows:

- making decisions within the confines of the service budget,
- developing and implementing a strategic policy framework,
- co-ordinating, monitoring and reviewing service performance,
- monitoring budget spend,
- considering and approving an annual Service Plan.

In addition, the "Joint Committee Arrangements for the Ayrshire Roads Alliance" document covers those issues that are specific to the Ayrshire Roads Alliance.

The two Councils involved in the Ayrshire Roads Alliance have each appointed four Elected Members to the Joint Committee. Meetings take place as often as required to conduct business, but at least twice per year in line with the terms of the Minute of Agreement.

The Alliance is responsible for all the roads and transportation activities listed in Appendix 2, split between strategic and local delivery, that are the responsibility of East Ayrshire Council and South Ayrshire Council. Both Authorities retain the role of Roads Authority under the Roads (Scotland) Act 1984 - Section 1.

East Ayrshire Council - Strategic Issues

The East Ayrshire Community Plan is the sovereign and overarching planning document for the East Ayrshire area, providing the strategic policy framework for the delivery of public services by all local Partners. The Plan is the Council's Corporate Plan and covers the 15 years from 2015 to 2030.

The Vision contained within the Community Plan is shared by all Partners and states that:

“East Ayrshire is a place with strong, safe, vibrant communities where everyone has a good quality of life and access to opportunities, choices and high quality services which are sustainable, accessible and meet people’s needs.”

The Community Plan is implemented through three thematic Delivery Plans - Economy and Skills, Safer Communities and Wellbeing. The Plan is also implemented through the day to day work carried out by services across the Council.

East Ayrshire Council Strategic Plan 2022-2027

This plan sets out our priorities for the communities of East Ayrshire over the next five years and describes the context in which our services will work collaboratively with each other, our communities and our partners to drive forward the actions needed to achieve our aims. This will include prioritising the resources that are entrusted to us and continuing to find new and innovative ways of working, to ensure the delivery of services that are affordable, sustainable and which best meet the needs of those we serve. The Plan recognises the strengths and assets that exist within East Ayrshire and highlights the ambitions we have for our communities. However, it is written against a backdrop of what are unprecedented challenges for both our Council and for those we serve. These challenges include:

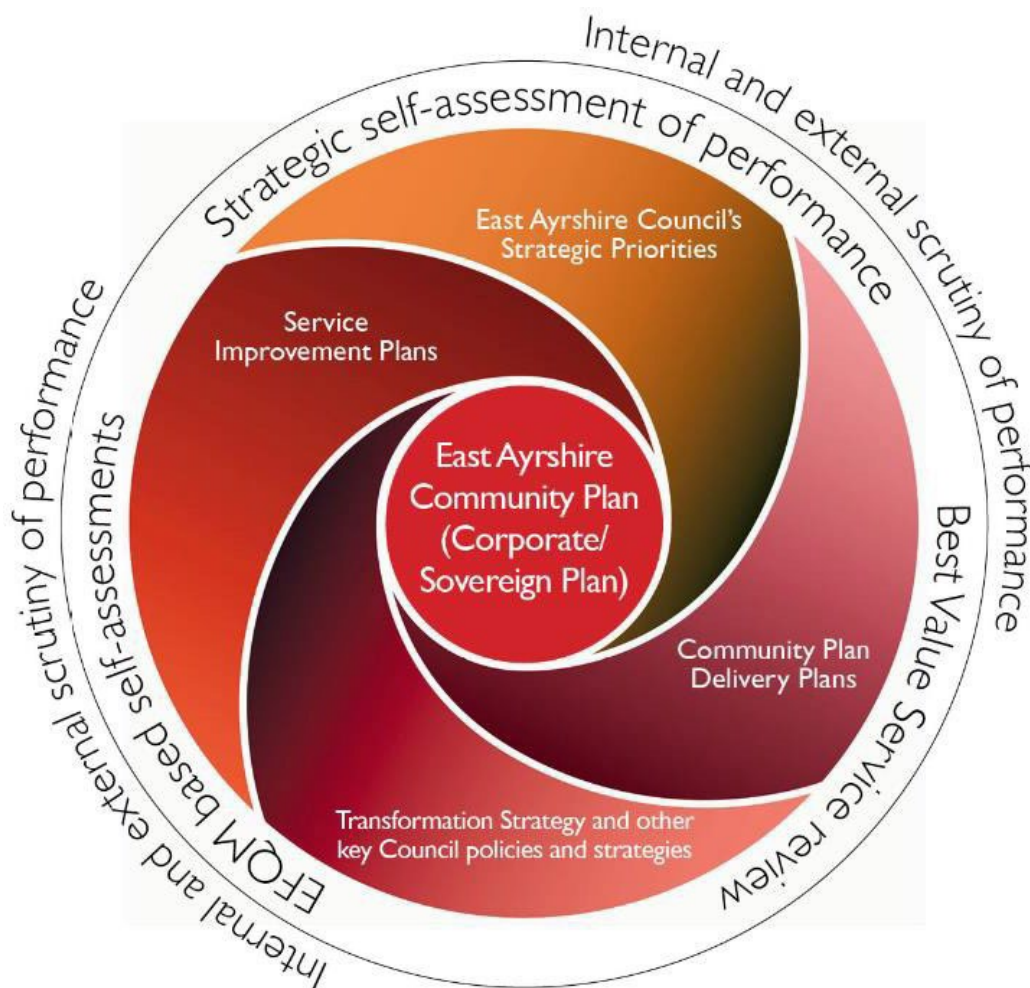
- Rising inflation and increases in the cost of living
- Increased demand for services
- Restrictions in funding
- Pandemic Recovery and Renewal
- Public Sector Reform
- The impact of EU Exit

The Strategic Plan priorities take account of the communities we serve, including local needs, circumstances and aspirations; the current internal and external context in which the Council operates; national and local drivers for change, including risks, challenges and opportunities; governance arrangements; programme management and performance measurement. Our priorities build on the work of our previous two Transformation Strategies and our Covid-19 Recovery and Renewal Dynamic Action Plan. It is important to recognise that there are commonalities and interdependencies across and between our priorities.

- Building a Fairer Economy
- Tackling Poverty and Inequality
- Improving Community Wellbeing
- Supporting Children and Young People
- Delivering a Clean, Green East Ayrshire
- Ensuring Financial Sustainability and Resilience

Service Improvement Plans are an essential element of the Council's performance management and improvement framework. They set out the key issues for delivering services in support of the Community Plan Vision and priorities, provide a focus on performance improvement aligned to the Single Outcome Agreement and describe the service specific risks that may impact on the delivery of the Service.

The diagram below provides a graphic representation of the Council's Policy Planning Framework and shows the strategic context within which the Service Improvement Plans sit. In addition it shows the wider Performance Management and Improvement Framework which the Council has adopted to ensure the rigorous scrutiny of performance and drive service improvement across the Council.



South Ayrshire Council - Strategic Issues

The Council Plan 2023-2028 sets out the Council's vision for the next five years, with a focus on **“Our Purpose”, “Our Vision”, “Our Values”**. The Plan details the high-level objectives and outcomes to be achieved by 2028.

The Council's priorities and outcomes place an emphasis on the connection between our places and the wellbeing of our communities and environment. The place-based approach recognises that every area has a different blend of physical, social, and economic characteristics that influence each other and aims to address complex problems that no service alone can solve. The priorities provide a common framework, aimed at promoting a shared understanding that encourages services and partners to work collaboratively to achieve improved outcomes and wellbeing for our communities.

- Priority One Spaces and Places
- Priority Two Live, Work, Learn
- Priority Three Civic and Community Pride

The Ayrshire Regional Growth Deal

The three Ayrshire Councils have worked in partnership with other agencies, communities and businesses to secure the first Regional Growth Deal in Scotland. This will see £251.5 million of investment in key assets and key sectors across Ayrshire, underpinned by an ambition to facilitate economic growth across the region. The projects within the Growth Deal offer the best opportunity to attract private sector investment into Ayrshire and to transform the area. It is considered that the various interventions in the Growth Deal will unlock £300 million of private investment and deliver around 7,000 new jobs across a wide range of sectors.

There are currently no transport projects within the Ayrshire Growth Deal proposed for East Ayrshire Council however the Ayrshire Roads Alliance recognise the strategic importance of Bellfield Interchange and will continue to work with colleagues to secure the improvements required.

South Ayrshire Cabinet approved the ARA recommendation to discard the historic 3 phased roads enabling projects associated with the Ayrshire Growth Deal (AGD) at the cabinet meeting of 29th August 2023. A STAG (Scottish Transport Appraisal Guidance) compliant process has been carried out to assess the roads enabling infrastructure requirements to allow the Ayrshire Growth Deal development to progress. The outcomes of the STAG will ensure that the most suitable solution is developed and that the AGD Roads project can progress to Outline Business Case (OBC) and subsequently Full Business Case (FBC).

By carrying out extensive modelling of the existing road network around Glasgow Prestwick Airport/Ayrshire Growth Deal cluster and building on the LDP2 no net detriment approach to the road network the Ayrshire Roads Alliance was able to stress-test the road network and identify the following improvements which will reduce peak congestion, build capacity into the network to facilitate future growth, improve road safety and journey time reliability :-

- 1.1 – Sandyford Toll Roundabout capacity improvements
- 1.2 – Dutch House Roundabout capacity improvements
- 1.3 – Monktonhead Roundabout capacity improvements
- 1.4 – A79/Station Road Roundabout capacity improvements
- 1.5 – Shawfarm Road Roundabout capacity improvements
- 1.6 – Shaw Road/Shawfarm Road junction re-alignment/improvements
- 1.7 – Active Travel links from existing network to AGD Commercial Build
- 1.8 – Public Transport Infrastructure improvements

Points 1.7 & 1.8 compliment the project currently being progressed under the de-carbonisation of the road network being developed by the Ayrshire Roads Alliance and funded by the successful Levelling Up Fund round 3 award.

At this stage no costs have been associated to each of the mitigation measures above with a high-level costing exercise undertaken as part of the OBC process. It is envisaged that the available funding from the AGD Roads Enabling project will not be sufficient to implement all of the above measures, should this be the case the projects will be ranked by a benefit to cost ratio and a report submitted to Cabinet for further approval.

A Case for Change has been submitted to Scottish & UK Governments seeking approval of the changes noted above, ASTAC and the Prestwick Proposition, the Ayrshire Roads Alliance will assist in the delivery of all of the Road Schemes and Prestwick Proposition projects for South Ayrshire Council.

STPR2

Ayrshire's key transport routes (road, rail, sea and air) are critical for businesses to enable goods to get to market, our communities to employment and for training opportunities. A number of key route improvements have been identified.

The new Strategic Transport Projects Review was published in December 2022 and included all modes of travel including active travel and public transport. In addition, this work will develop transport projects outputs at a national, regional and local level.

Due to Covid-19, Transport Scotland restructured the STPR2 into two phases. Phase 1 focussed on the short-term (up to 5 years) with a view to identifying interventions which can be accelerated to support a green economic recovery from Covid-19, and also those which embed, support and extend any increase in travel by sustainable travel modes, including positive behaviour change seen during the pandemic. Phase 2 completed the review and the report was published in December 2022, giving Scottish Ministers a programme of potential transport investment opportunities for the period 2022-2042.

STPR2 makes 45 recommendations that focus investment on sustainable transport options. Of those recommendations 28 provide benefits for individuals, families, communities and businesses across most parts of Scotland.

Of the 45 recommendations the following have a particular benefit to the Ayrshire and Arran Region:

- Supporting Integrated Journeys at Ferry Terminals
- Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- Rail Freight Terminals and Facilities

With recommendation 40 being Specific to the Ayrshire and Arran Region:

- Access to Stranraer and the Ports at Cairnryan

Levelling Up Fund

South Ayrshire Council successfully secured £20million of funding from the Leveling Up Fund (LUF) round 3, £16million of this funding will be utilised for the redevelopment of Burns Statue Square with the remaining £4million allocated to Active Travel. East Ayrshire Council were unsuccessful in securing funding in round 3 to improve the Bellfield Interchange.

Burns Statue Square is a key initiative emerging from the Town Centre Framework, it is a priority project to support placemaking and make the town a more successful place to live, work, visit and enjoy. The project's purpose is to reshape the southern entrance to the town centre as a new attractive and appealing gateway, involving rationalisation/realignment of road carriageways to create opportunity for more useable, connected, pedestrian friendly, high quality public realm space and arrival point. The project seeks to connect town centre to a new transport interchange, involving a reconfigured rail station and potential co-location of the town's bus station, support retention of the town's major cinema and kick-start regeneration south of the town centre to form a vibrant new southern Gateway to the Town. The Ayrshire Roads Alliance intend to utilise the SCAPE Framework to direct appoint Balfour Beattie to deliver the project on a Design & Build basis due to the fixed budget and completion deadline of 31st March 2027.

The Ayrshire Roads Alliance will construct a new Active Travel Route linking Dundonald to Barassie Station, £1.2million of LUF funding will be used to match-fund £2.8million of additional funding secured from the Active Travel Infrastructure Fund (ATIF). The remaining £2.8million of LUF funding will be allocated to improving the existing NCN7 from Prestwick to Barassie railway stations, these improvements will compliment further active travel routes which will be delivered as part of the Ayrshire Growth Deal. In addition a further application will be submitted to ATIF to further improve the NCN7 Prestwick to Barassie.

Our Current Service Resources

Table 1 – The Ayrshire Roads Alliance Assets (as at 31 March 2025)

Asset Inventory Data as of 31st March 2025					
Asset Type	Units	East Ayrshire Council	South Ayrshire Council	Totals	
Carriageway	km	1,228	1,183	2,411	
Footways & Footpaths	km	1,028	945	1,973	
Street Lighting Columns	No.	21,457	20,488	41,945	
Illuminated Signs & Bollards	No.	1,425	1,296	2,721	
Structures	No.	618	371	989	
Retaining Walls	km	7	3	10	
Length of Sea Defences	km	0	24	24	
Piers and Harbours	No	0	1	1	
Cattle Grids	No.	11	34	45	
Traffic Signals	No. of Sets	99	92	191	
Zebra Crossings	No. of Sets	27	0	27	
Variable Message Signs	No.	123	45	168	
Vehicle Activated Signs	No.	156	60	216	
Real Time Passenger Information	No.	67	50	117	
Gullies	No.	27,455	26,633	54,088	
Grit Bins	No.	760	296	1056	
Weather Stations	No.	3	1	4	
EV Dual Chargers	No	63	36	99	

Depots	No	1	2	3
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Staff, Property and Fleet

The Ayrshire Roads Alliance has depots located at Gauchalland in Galston; Meadowhead in Coylton and Grangestone in Girvan. Offices are located in Kilmarnock, Ayr and at Girvan Harbour. We also have extensive vehicles, plant and equipment to allow our service to be delivered.

There will be an ongoing need for property and accommodation across the area for the Ayrshire Roads Alliance; for vehicle and equipment storage; and maintenance and staff facilities. It is important that property and accommodation is safe, secure, fit for purpose, and strategically placed to minimise the time spent travelling from depot to workplace to maintain the road asset, minimise the associated vehicle wear and tear, and emissions.

From April 2014, the following actions have been taken in relation to property and accommodation:

- Gauchalland Depot - Street lighting operations have moved from Munro Place in Kilmarnock to Galston.
- The street lighting technical team was located at the Johnnie Walker Bond in Kilmarnock which provided a more centralised service. Following a further review this team is now located at Galston depot
- The closure of the Underwood Depot in Cumnock saw staff re-located to the Gauchalland Depot in Galston.
- All salt for the Ayrshire Roads Alliance previously stored in the Underwood Depot is now distributed from the Meadowhead Depot in Coylton.
- A rationalisation of fleet across the Ayrshire Roads Alliance has taken place resulting in a reduction in cost.

Further office developments include staff transferring from the Johnnie Walker Bond to the Opera House in Kilmarnock and from Burns House to Wellington Square and Town Hall in Ayr which was restricted due to COVID guidance.

Staff have now returned to the Opera House Kilmarnock on a rota based model with posts designated as fixed, flexible and mobile.

Staff returned to County Buildings and Ayr Town Hall in June 2022 on a rota hybrid model and in 2024 there was a move of all ARA staff except for Parking Attendants from Ayr Town Hall to County Buildings.

Depots at Galston, Ayr and Girvan are fully operational with improvements planned for the Ayr and Girvan Depots this financial year.

Our key messages from this work include:

The Ayrshire Roads Alliance completed an organisational review which delivers the current management structure which has generated £326,000 of revenue savings per year. This will contribute £2.242 million towards the Business Case savings target of

£8.634 million. The Joint Committee agreed to this review on 1 April 2016, and the work was completed during 2017/18. In accordance with good management practice the Alliance continued to review staff provision, and completed the service re-design during 2021/22 with management actions realising a saving of £190,000, parking £86,000 and £293,000 in South Ayrshire.

The Ayrshire Roads Alliance completed a depot review which has resulted in £404,362 of revenue savings by 2024. This included the closure of the Underwood Depot with staff transferring to Gauchalland Depot; and the Munro Place Street Lighting Depot with all street lighting staff now being based in Gauchalland. In accordance with good management practice the Alliance will continue to review depot and accommodation provision.

The Ayrshire Roads Alliance has completed the fleet review which has resulted in £1,350,699 of revenue savings by 2024. In accordance with good management practice the Alliance will continue to review fleet and plant provision.

An Organisational Chart is shown in Appendix 2.

Budgets

The Ayrshire Roads Alliance delivers the strategic and local services as stated in this Service Plan and listed in Appendix 2.

The budget to deliver these services is provided from East Ayrshire Council, South Ayrshire Council, and other external organisations.

Budgets for 2025/26 are confirmed and this is reflected in Tables 1 and 2.

Table 1 - Budgets 2025/26

Council	Revenue	Non - Revenue	Total (£m)
East Ayrshire Council	£6.712m	£11.963m (Confirmed)	£18.675m (Confirmed)
		£17.003m (Potential)	£23.715m (Potential)
South Ayrshire Council	£7.011m	£25.212m (Confirmed)	£32.223m (Confirmed)
		£37.534m (Potential)	£44.545m (Potential)
Total	£13.723m	£37.175m (Confirmed)	£50.898m (Confirmed)
		£54.537m (Potential)	£68.260m (Potential)

Table 2 provides the current non-revenue budgets for 2025/26

Table 2- Non-Revenue Budgets

Funding Source	Type/Level of Funding	Annual Budget 2025/26
East Ayrshire Council Carriageway Footway Street Lighting. Traffic, Transportation & Road Safety. Bridges & Culvert (inc Road Slips) Car Parks inc Multi-Storey demolition School Streets Fleet	£2.305m £0.150m £0.215m £0.330m £3.500m £0.820m £0.050m £0.600m	Current approved budget £7.970m at Cabinet meeting of 12 March 2025.
Scottish Government	Active Travel Tier 1 Road Safety Improvement Fund. Active Travel – Tier 2 People & Place Behavioural Change Electric Vehicle Infrastructure Fund (EAC Lead Authority)	£0.758 £0.270 (TBC) £4.500m (TBC) £0.039m £2.800m
Strathclyde Partnership for Transport	General bus infrastructure	£0.270m TBC
Scottish Timber Transport Group	Projects	No funding awarded for 25/26
Developer Contributions	Rural route action plans	£0.396m

Funding Source	Type/Level of Funding	Annual Budget 2025/26
South Ayrshire Council Roads Improvement Plan Street Lighting Bridge Works Victoria Bridge Millennium&Craigholm Bridges C12 Dunure Slope Stabilisation Vehicle Restraint barriers Cattle Grid Renewal Girvan Harbour Jetty Repairs	£1.581m £0.150m £0.600m £0.281m £0.145m £0.130m £0.073m £0.033m £0.504m	£4.436m (Confirmed at Cabinet meeting on 29 April 2025)

Local Flood Risk Plan Ayr Depot Climate Change EV Charging infrastructure	£0.153m £0.250m £0.255m £0.281m	
Scottish Government	Levelling Up Fund Round 3: <ul style="list-style-type: none"> • Dundonald to Barassie • Prestwick to Barassie • Burns Statue Square Active Travel Tier 1 Road Safety Improvement Plan Active Travel Tier 2 People & Place - Behavioural Change Electric Vehicle Infrastructure Fund (Pan Ayrshire funding)	£ 1.200m £ 2.800m £16.000m £ 0.737 £0.270 (TBC) £8.505m (TBC) £0.039m Budget indicated in EAC above.
Strathclyde Partnership for Transport	General bus infrastructure	£0.100m (TBC)
Sustrans	Projects	£3.447m (TBC)
Scottish Timber Transport Group	Projects	No funding awarded for 2025/26

STRATEGIC CONTEXT

EAST AYRSHIRE COUNCIL

The Community Plan 2015 - 2030 includes a Safer Communities Delivery Plan, which sets out the key actions to be undertaken and also measures progress. The Delivery Plan contains three distinct strategic priorities, all of which will be influenced by the activities undertaken by the Ayrshire Roads Alliance. These are:

- Make East Ayrshire a safe, secure and attractive place to live, work and visit.
- Improve community safety in neighbourhoods and homes and protect and support our most vulnerable individuals and families.
- Promote our vibrant communities by encouraging active and responsible citizenship.

Single Outcome Agreement (SOA)

The SOA was reviewed and developed as a key element of the comprehensive review of the Community Plan to ensure alignment with strategic priorities and high level local outcomes. There are a number of National Outcomes which are supported by the activities undertaken by the Ayrshire Roads Alliance. The Community Planning Partnership receives an annual report in September each year at which they are advised of progress against the local outcomes previously agreed.

SOUTH AYRSHIRE COUNCIL –

The Local Outcomes Improvement Plan and Local Place Plans were introduced in 2017. The plan focuses on two strategic themes which emerged from the development process.

- Closing the poverty-related outcomes gap for children and young people in South Ayrshire
- Supporting older people to live in good health

The Plan is supported by a partnership wide focus on four priority areas

- Improving outcomes for looked after children and care leavers
- Providing support for young people who are carers
- Reducing social isolation and loneliness
- Support for people living with dementia and their carers

There will be an effort to improve outcomes for children and older people particularly in the Ayr North and Girvan Glendoune areas, and to identify transferable good practice to be used to support outcomes improvement in other parts of South Ayrshire. The work on progressing this work is taking place within the auspices of the Integrated Children's Services Strategic Delivery Partnerships and the Health and Social Care Partnership and this is supported by appropriate partnership work.

SERVICE PERFORMANCE FRAMEWORK

PERFORMANCE AND BENCHMARKING

The Councils' performance management frameworks operate on a number of levels providing detail on strategic priorities, operational priorities and day to day management information. Within the Ayrshire Roads Alliance, the approach is fully integrated and aligned with the corporate frameworks.

- Strategic (Community Plan and Single Outcome Agreement; and Local Outcomes Improvement Plan)
- Operational Priorities (Council performance indicators)
- Management information (operational statistics, corporate measures of performance)

Strategic Issues

East Ayrshire Community Plan 2015-30. The Community Plan includes three Delivery Plans, which set out the key actions to be undertaken and measures to progress against them. The Delivery Plans contains distinct strategic priorities, which will be influenced by the activities undertaken by the Ayrshire Roads Alliance Service.

Single Outcome Agreement. The single outcome agreement has been reviewed and developed as a key element of the comprehensive review of the Community Plan in 2014/15 to ensure alignment with strategic priorities and high level local outcomes.

Operational Issues

Council Performance Indicators.

The Ayrshire Roads Alliance reports on a number of performance indicators through an electronic Performance Management System. A management framework has been developed, which has been approved by the Joint Committee. The data includes both contextual and performance information thereby allowing statutory returns to be made facilitate benchmarking provide each Council and the Joint Committee with the information they require to monitor performance.

A performance scorecard is produced as an integral part of the Ayrshire Roads Alliance which is reviewed at the monthly Ayrshire Roads Alliance Management Team meetings and reported to every Joint Committee.

This scorecard is used to:

- monitor the progress in meeting the Ayrshire Roads Alliance's objectives;
- help managers to have performance-related conversations with staff;
- identify any problem areas that need addressed.

Performance Management System

Relevant information contained within the Performance Management System is provided for each four week period in a scorecard which is used by the Depute Chief Executive (Safer Communities) and the Head of Service to monitor performance activity and improvement within their respective management team meetings.

SCOTS/APSE Benchmarking Framework

The Society of Chief Officers of Transportation in Scotland (SCOTS) and the Association for Public Sector Excellence (APSE) have developed a series of indicators to utilise SCOTS definitions using a single template.

The Alliance participates in the SCOTS/APSE benchmarking framework through the APSE Annual Return; the SCOTS/Institution of Civil Engineers “state of the network” annual return; and the Scottish Road Maintenance Condition Survey.

Local Government Benchmarking Framework

The Local Government Benchmarking Framework (LGBF) collates information from the APSE Annual Return that is published by the Improvement Service with specific actions to improve performance.

Monitoring and Review

Monitoring of the service plan is the responsibility of the Joint Committee. An annual review will be completed and reported to the Joint Committee and both Councils. The Joint Committee will receive a six monthly update on the Service Plan progress. In addition, separate monthly meetings are held with the Depute Chief Executive responsible for the provision of the roads service within East Ayrshire Council; and the Executive Director responsible for the provision of the roads service within South Ayrshire Council.

Scrutiny in respect of the Joint Committee is undertaken by both Councils in accordance with their own processes as set out within their respective Corporate Governance arrangements. Matters in relation to service performance will be closely monitored by both Councils through the Joint Committee.

QUALITY MANAGEMENT AND ASSESSMENT

European Foundation for Quality Management (EFQM) Excellence Model

The European Foundation for Quality Management (EFQM) Excellence Model is a practical self-assessment tool designed to promote continuous improvement within organisations by assessing their performance against concepts of tested and recognised good management practice. The EFQM Model is the cornerstone of Best Value. The service also has an externally accredited Quality Management System.

ENGAGEMENT WITH SERVICE USERS

The Ayrshire Roads Alliance will continue to undertake engagement with relevant service users. This engagement will take a number of forms through informing, consulting, involving, collaborating or empowering our service users.

Through 2025/26 we will continue engagement with our customers to ensure we maximise the involvement of our service users.

The Association for Public Service Excellence (APSE) who work with over 300 Councils through the UK to promote excellence in the delivery of frontline services to our local communities have developed the Scotland Roads Survey in conjunction with the Society of Chief Officers of Transportation in Scotland (SCOTS).

The Survey will be used to gauge customer service and user experience/satisfaction of winter gritting, road works, road safety and other road maintenance related matters within East Ayrshire Council and South Ayrshire Council.

The information gathered from the survey will help shape future service delivery and inform on performance.

The link on the Ayrshire Roads Alliance website to the East Ayrshire Council and the South Ayrshire Council survey forms is below

<https://www.ayrshireroadsalliance.org/Information-On/Consultations/Current-consultations/the-association-for-public-service-excellence-apse-road-condition-survey.aspx>

CONSULTATION WITH EMPLOYEES

Employee Engagement

The Employee Attitude Survey identified a number of issues to be addressed. Employee engagement will continue through 2025/26 and this will take many forms including management meetings; team meetings and staff forums. The staff forums will take place when important Council or service information requires to be provided to staff.

Trade Union Meetings

The Alliance will continue to engage with the Trade Unions through the established JCC process which involves meetings at a Corporate; Service and work specific level.

RISK, OPPORTUNITIES and CHALLENGES

Risk

The Ayrshire Roads Alliance records risk using a “five by five” scoring matrix, for the risks identified which quantifies the assessment of the likelihood and severity of a particular risk occurring. This information is hosted on the Performance Management System and it is used to understand the impact of proposed controls and mitigations on the overall risk profile. This is a widely used tool in risk management.

The service risk register, and the Corporate Risk Registers, are aligned to the approach of identifying and recording risk, which ensures a consistent approach to service level risk recording. This allows service objectives and priorities, performance measures and service risks to be captured in a single document. These areas are closely aligned, and this approach offers benefits in business planning, service delivery, and performance and risk management.

The risk register for the Ayrshire Roads Alliance is presented to every meeting of the Joint Committee.

There continues to be a number of opportunities and challenges which the Ayrshire Roads Alliance faces over the next twelve months.

Opportunities

The opportunities include the following

- Although the Organisational Review was approved by Joint Committee on 1 April 2016 and implemented during 2017/18, we continued to review staff provision during 2020/21 as part of service re-design reported and approved by Cabinet 23 February 2022 the transformation and redesign was implemented from 1 April 2022.
- The Plant & Fleet review from June 2016 was implemented immediately. However, with new technology and the need to increase the number of electric vehicles then all plant and fleet will continue to be reviewed during 2025/26.
- The property and accommodation review from November 2016 and all the actions have been implemented. Nevertheless, with more agile and remote working, the Alliance will continue to review these issues during 2025/26, as part of the service re-design.
- The opportunity to continue to make significant revenue budget savings through the replacement of existing street lighting units with LED units cannot be understated. Work commenced in 2018/19 with work programmed to be completed in 2021/22, however completion has been delayed due to COVID and the impact of material shortages. Currently 96% of street lanterns in East Ayrshire and 100% of street lanterns in South Ayrshire are LED.

- It was expected that street lighting revenue delivery cost would reduce by more than 50%, however, the current challenge against this, is the current rising energy costs as a result of wider economic issues.
- Use of Digital software to improve our gully, culvert, and harbour infrastructure management and mobile working.
- Moving all our permits over to a digital platform and our TTRO process was recognised in March 2023 and March 2024 at APSE Innovation awards.
- Further development of digital systems for Traffic Signal permits, Management of External Works, Critical Incidents and Driver Assessments which won a bronze award from APSE in 2025.
- Continued support offered to other services across both East and South Ayrshire to help facilitate improvements to their digital systems and in partnership with our colleagues in Education the development of a digital system to manage ASN Transport applications and the associated contracts.
- Ten year review of the business plan to be undertaken during 2025/26.

Challenges

There are a number of challenges the Ayrshire Roads Alliance will face in 2025/26 which include the following

External

- There is the potential to increase the utilisation of electric cars and vans to comply with emission standards and the Scottish Government decision to ensure that all new cars and vans are not powered through fossil fuel means by 2040. This will result in the reduction in harmful emissions, and an improvement to air quality.
- The Transport (Scotland) Bill places increased emphasis on low emission zones; smarter ticketing arrangements; the increased role and powers for the Roadworks Commissioner; the ban on pavement and double parking; the workplace parking levy and the ability for Councils to run public bus services.
- The National Transport Strategy will focus on sustainable, inclusive and accessible transport systems to promote prosperity, health and fairness. The **Sustainable Transport Hierarchy** will be used to inform budgetary decisions with walking first; then cycling; public transport; taxis and shared transport and then the private car. There is a need on many levels for more active travel and public transport use across Scotland. The **Sustainable Investment Hierarchy** will be used to inform budgetary decisions – reduce the need to travel; maintain existing assets; make better use of existing capacity; and finally targeted infrastructure improvements.
- The National Transport Strategy has identified the need to focus on increased collaboration, and this was considered through the Roles and Responsibilities Working Group which made recommendations to the Scottish Ministers including

that future transport governance arrangements should be on the basis of some form of regional model allowing for variations in approach between different geographic regions; and there is the potential for continuous increases in the unit costs of electricity due to on-going energy costs. The Department of Energy and Climate Change has predicted that electricity prices are likely to double within the next ten years. SCOTS reported a 20% increase in energy costs with further increases possible in the future.

- However, as the programme for LED lights is nearing completion then the impact of this specific challenge may be reduced.
- Ensure the current Regional Transport Appraisal work aligns with the needs of East Ayrshire and South Ayrshire Council.
- Issues with the renewal of Scotland Excel framework contracts resulting in delays to procurement processes and therefore works programmes and resulted in added pressures on our procurement team
- Material and sub contractor cost increases and budgetary pressures restricting work programmes

Internal

- There are increased austerity measures resulting in need to drive further efficiency savings over and above the £8.634m identified in the Benefits Realisation Strategy & Plan which was presented to Joint Committee on 1 May 2015.
- The need to increase the level of mobile working across the Ayrshire Roads Alliance workforce as a direct result of implementing the Roads Asset Management Plan and the impact of COVID. This has resulted in an increase in mobile technology, full use of the WDM Roads Maintenance and Management System, Artificial Intelligence and the decrease in the demand for desk and office space. As a result of COVID many of the aforementioned have been accelerated by the service in particular reduced desk space, mobile technology and the implementation of Artificial Intelligence, training has been delivered on this particular element for operational use from April 2022.
- The rise in demand for electricity charging points as a direct result of the greater number of electric vehicles and the Scottish Government initiative to ban the sale of new fossil fuel powered cars and vans from 2040. Work is ongoing on a Pan Ayrshire EV Infrastructure Project. This initiative aims to enhance access to convenient and affordable public charging facilities, supporting the transition to EV ownership in both urban and rural areas.
- The impact of an ageing workforce and the need to ensure an appropriate knowledge transfer and succession planning; and service re-design. Work around this was carried out over 21/22 with a greater emphasis on the service being more resilient with an amended structure to be more community focused along with Modern Apprenticeships and trainee opportunities.

In February 2024 approval was given by East Ayrshire for the introduction of a training programme for road workers so that Ayrshire Roads Alliance could grow its own, providing full training to school leavers, foundation apprentices, seasonal workers etc and thereafter, on completion provide a road worker position. In South Ayrshire one roadworker trainee has progressed to a roadworker position whilst three Modern Apprentices have progressed onto the roadworker trainee programme. In the East we have one trainee roadworker at present and in both areas we have recently appointed another two Modern Apprentices. We have twelve Community Maintenance Assistants who work between services and over the last year four former Community Maintenance Assistant have secured permanent roadworker positions.

Resilience

- Continue to engage with community councils and community groups to improve local winter and flooding resilience. This allows these groups to take ownership of gritting the footpaths and minor roads; and attend minor flooding events and report them directly to the Alliance for action. The uptake to date has been encouraging and we currently have 135 groups. This resilience work was recognised by the National Highways Industry in October 2021 and APSE in March 2022.
- Decreasing requirements for desk and office space due to the increase in mobilisation of workforce from the developing Roads Asset Management Plan using the WDM system and working patterns amended due to COVID will see an increase in 'hot desking' and access to welfare facilities at key strategic locations throughout the geographical area of the Ayrshire Roads Alliance, through service re-design.
- Improved adverse weather resilience during periods of high winds, heavy rain, and severe snow conditions.
- Ensuring improved resilience as a measure of our ability to successfully absorb future changes; to reshape ourselves; and a strategic capability to thrive.

PROFILE OF SAVINGS AND COSTS OVER THE FIRST 10 YEARS

The Ayrshire Roads Alliance has achieved savings in excess of the £8.634 million projected by 2024.

This represents a saving on the costs to deliver the service when comparing the first year with later years. Table 3 has been extracted from the Detailed Business Case, and this shows the various costs/savings to be delivered. The reason for the variations in year one to year four is due to set up costs. In practice, these set up costs may be spread over a longer period to mitigate any operational risks. This may impact on when consequential savings are realised.

Continual updates on progress and targets will be contained within the service plan, and reported to the Joint Committee when required.

This savings will enable Councils to take individual decisions, either to bank their share of the savings, or to invest some or all in additional roads maintenance.

Strategic Delivery Savings for each Council are now calculated by considering a smaller group of core strategic delivery staff and that their costs are apportioned on a budget spend profile basis, in line with local delivery budget spend plus the actual capital expenditure in that specific year.

Local Delivery Savings are pro rata to the existing budgets.

Table 3 – Ayrshire Roads Alliance Total Revenue Savings

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	
Proposed Savings Benefits realisation (£m)	0.696	-0.426	-0.730	-1.049	-1.187	-1.188	-1.187	-1.188	-1.187	-1.188	-8.634
Budget	14.683	14.813	14.006	13.823	13.551	12.695	12.294	11.992	12.278	12.005	132.14
Savings to date (£m)	0.696	-0.441	-0.971	-1.315	-1.768	-2.515	-3.067	-3.636	-3.828	0.795	-16.05
Cumulative Budget	14.683	29.496	43.502	57.325	70.876	83.571	95.865	107.857	120.135	132.14	755.45
Cumulative Savings to date (£m)	0.696	0.255	-0.715	-2.031	-3.799	-6.314	-9.381	-13.017	-16.845	-16.05	-67.201

The Benefits and Realisation Strategy provided a framework for achieving cumulative savings of £8.634m between 2014/15 and 2023/24. However, during this time additional savings have been achieved due to prevailing economic conditions and their impact on public sector funding. This has resulted in cumulative expenditure reductions of £67.201m over the life of ARA. This is significantly in excess of the £8.634m originally envisaged.

The Benefits Realisation Strategy and Plan

- Ensures benefits are identified and also defined at the outset, and appropriately linked to the East Ayrshire and South Ayrshire Council's strategic objectives.
- Ensures relevant business areas are prepared to realising their defined benefits.
- Reduces the risk of unrealistic optimism in the Detailed Business Case and subsequent benefits realisation dilution or delay during or after potential implementation.
- Drives the process of realising benefits, including benefits measurement, tracking and recording benefits as they are realised.
- Uses the defined, expected benefits as a roadmap for the programme, providing a focus for delivering change.

AYRSHIRE ROADS ALLIANCE IMPROVEMENT ACTION PLAN 2025/26

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Continue to use the integrated Roads Asset Management Plan across the Ayrshire Roads Alliance.	There is one Asset Plan for the Service delivering a risk based approach for full service delivery	Head of Service	Completed	Document has been presented to Joint committee and will be reviewed annually.
2	Continue to prepare details for developing an integrated Local Transport Strategy.	<p>A Strategy covering both Council areas, which will involve consultation with stakeholders. Information will be gathered to inform the future Local Transport Strategy.</p> <p>Continue to contribute to the Scottish National Transport Strategy, Regional Transport Strategy and Strategic Transport Projects Review work.</p>	Head of Service	Ongoing	<p>The Regional Transport Strategy, through SPT, on which the Alliance has Board membership, has now been published.</p> <p>The Local Strategy will be created as an appendix to the Draft RTS.</p>
3	Action the Flood Risk Management Plan	<p>Inform the next national cycle of potential flood risk management schemes beyond 2022.</p> <p>Complete schemes and undertake studies.</p>	Head of Service	<p>Complete</p> <p>March 2026</p>	<p>Reports submitted to both Cabinets Early 2023</p> <p>New Cumnock Flood Defences Complete</p> <p>Continue Design Work on the Irvine Valley Continue with flood study works for the river Ayr, Doon and Girvan</p>

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
4	Improve the condition of the road network.	Improve annual roads survey results which are part of the SRMCS work. Ensure the Alliance undertakes more proactive maintenance.	Head of Service	Site works will be undertaken throughout 2025/26.	Key dependencies are the Road Improvement Plans approved by the relevant Committees in East Ayrshire and South Ayrshire in spring 2025. Progress is provided to members, and relevant Committees.
5	Ensure the road network remains safe through raising awareness and improving road safety through education, engineering and enforcement.	Reduce road accidents in line with government targets. Provide appropriate traffic management schemes and initiatives.	Strategic Manager	March 2026	Scottish Government and SCOTS guidance is used. A key dependency is the Road Improvement Plans which are presented to Cabinet each year.
6	Improve the condition of the bridge stock.	Improve bridge condition index. Reduce the number of weight restricted bridges. Complete all general, special and principal bridge inspections.	Strategic Manager	March 2026	Through the Road Asset Management Plan. Key dependencies are Road Improvement programmes approved by Committees in East Ayrshire and South Ayrshire in spring 2025. Deliver the capital and revenue programmes.
7	Manage and improve the street lighting asset and install energy efficient lighting schemes.	Maintain high standard of fixing dark street lights. Complete the LED lighting replacement programme in both East Ayrshire and South Ayrshire.	Head of Service	March 2026	Through the Road Asset Management Plan, with additional funding being provided to commence the LED programme. 96% of streets lights are now LED in EAC; and 100% in SAC.
8	Maximise and deliver externally funded sources of work	Identify external funding sources and deliver work on time and on budget. Improve infrastructure; and contribute to improving the condition of the network.	Head of Service	Works will be undertaken throughout 2025/26.	External sources, including Timber Transport, Transport Scotland Active Travel Infrastructure Tier 1 and Tier 2 Funding, SPT, SUSTRANS Scottish Government, Ayrshire Growth Deal & Levelling Up Fund

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
9	Implementation of Parking Strategy	Develop	Head of Service	Works will be undertaken through 2025/26	Amendments to TRO's, lining, signing and residential parking permits and implementing an improved process using digital technology.
10	Prepare Service Plan	Publish	Head of Service	Annual	East Ayrshire Council Community Plan. South Ayrshire - Local Outcomes Improvement Plan and Local Place Plans. Regular updates will be provided to joint committee.
11	Continue to review insurance costs and insurance issues.	Review current practices to minimise insurance costs.	Head of Service	Complete	Ayrshire Roads Alliance Monthly Insurance Report. There is good dialogue with the Risk & Insurance to ensure our work improves the number of repudiated claims. The number of claims has greatly reduced due to the implementation of the new Code of Practice.
12	Review Depots and Accommodation	Continue to review in 2024/25 from initial work was completed in 2017 as a result of amended working practices.	Head of Service	Complete	Joint Committee Reports of November 2016. Although initial work has been completed we continue to strive to make depot and accommodation cost savings. Further work will continue on this as a result of COVID and the return to office space during 2022/23.
13	Review vehicle and plant costs	Continue to review in 2021/22 from initial work that was completed in 2017.	Head of Service	March 2026	Joint Committee Reports of June 2016 The service continues to review fleet requirements with the most recent improvement being on the management of vehicle utilisation, electric vehicles and Telematics.
14	Monitor and exercise Business Continuity Plans	Improved resilience.	Business Support Manager	Review and update following	Existing East Ayrshire and South Ayrshire Council plans

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
				relevant local and national events.	
15	Continue to use the Roads Costing System to its full potential.	Improve service performance from both an on-site and financial perspective.	Business Support Manager	Ongoing	Revised roads costing system was fully operational from November 2018 and continues to be used to monitor performance and work is ongoing to implement digital timesheets linked to the Roads Costing System.
16	Support and contribute to the Ayrshire Growth Deal	Project Management of Roads Delivery Projects.	Head of Service	Ongoing	Ayrshire Roads Alliance will assist with the planning and delivery of the roads enabling infrastructure requirements to allow the Ayrshire Growth Deal development to progress.
17	Regional Transport Strategy	Successfully contribute to the preparation of this work being led by SPT. The Alliance has Board representation.	Head of Service	Complete	SPT documents and existing Regional Transport Strategy
18	Regional Transport Appraisal	Ensure the various projects identified as part of this work are included in the Strategic Transport Projects Review.	Head of Service	Complete	Transport Scotland has published the final STPR2 with delivery programme to be published.
19	National Transport Strategy	East Ayrshire and South Ayrshire Councils contribute to this process to ensure the sustainable transport hierarchy and sustainable investment hierarchy are delivered.	Head of Service	Complete	In recognition of the anticipated increase in Active Travel work, it is proposed that a member of staff is dedicated directly to this work.
20	National Transport Strategy – review of Governance	East Ayrshire and South Ayrshire Councils contribute to this process to ensure that the outcome/output meets the	Head of Service	Complete	National Transport Strategy

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
		needs of the road users/communities in both Council areas.			
21	Transport (Scotland) Bill – Pavement Parking Ban	East Ayrshire and South Ayrshire Councils contribute to this process to ensure a pragmatic approach is taken in delivering the pavement parking ban in both Council areas.	Head of Service	Complete	<p>Transport (Scotland) Bill and Transport Scotland Parking Standards working group - guidance from Transport Scotland.</p> <p>Pavement Parking enforcement commenced in South Ayrshire with soft approach from 1st April 2025 and full enforcement from 1st May 2025. Enforcement to commence in East Ayrshire from 1st June 2025. Exemption Orders for both authorities to be in place by end March 2026.</p>
22	Levelling Up Fund	East Ayrshire and South Ayrshire Councils contribute to this process to ensure that the outcome/output meets the needs of the road users/communities	Head of Service	Complete	Further updates awaited on future Levelling Up funding
23	Digital Transformation	Develop modules to deliver end to end digital processes	Business Support Manager	Ongoing	<p>TTRO applications –Implemented</p> <p>TRIPS – Implemented</p> <p>Traffic Signal permits – Implemented</p> <p>Management of external works for EAC & SAC – Development stage</p> <p>ASN School Transport – Development stage</p>

East Ayrshire Council Strategic Priorities 2024/25

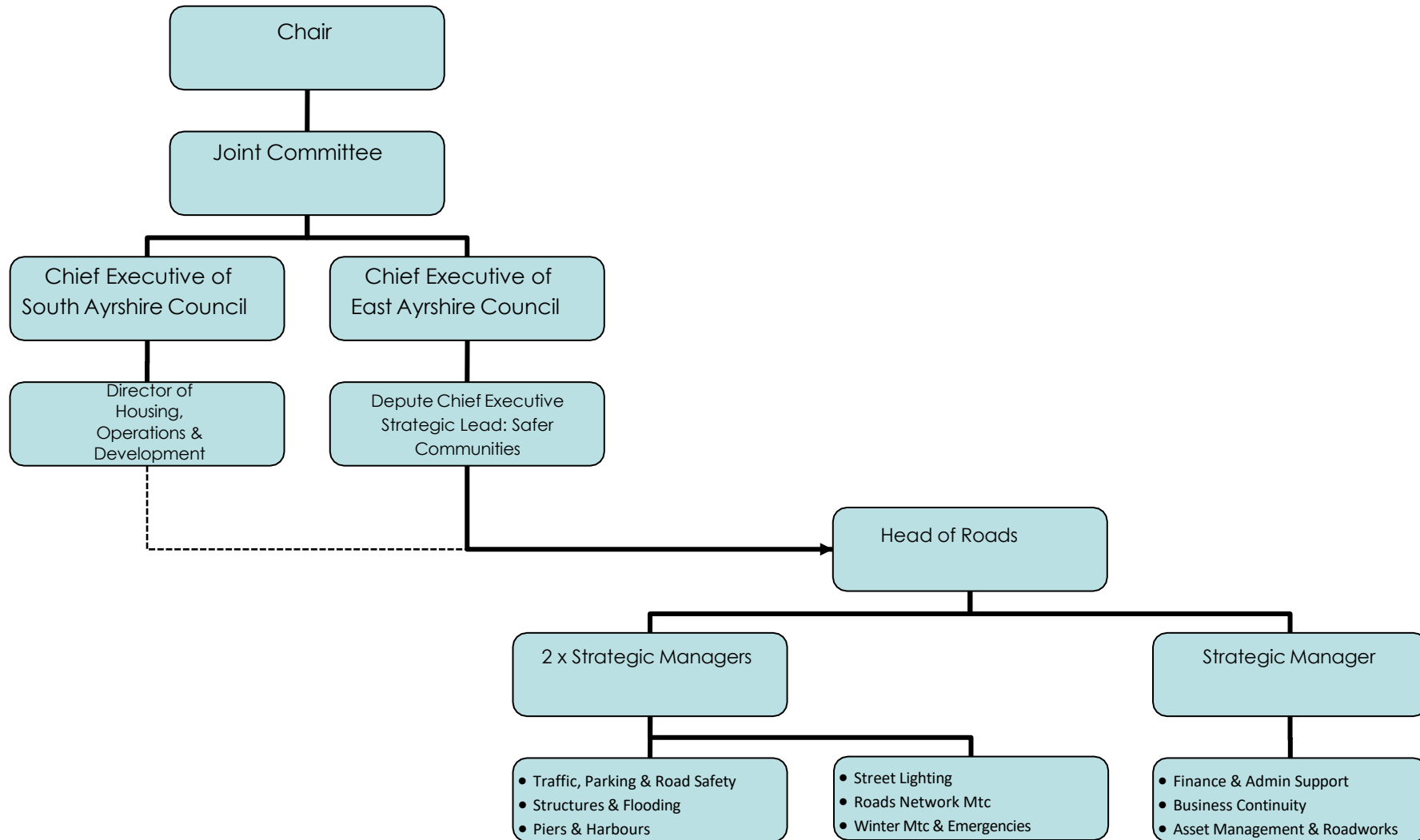
Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Progress and complete the New Cumnock Flood Protection Project	Complete the flood prevention projects at the Leggate and beside the Afton Water.	Head of Service	Complete	East Ayrshire Council and Scottish Government funding. The Leggat stage of the works was completed in August 2018 with the Afton Water phase commenced May 2021 with an 18 month contract duration.Contract delayed due to material shortages.
2	Develop Projects approved from the Flood Risk Management Plan	Progress relevant studies and inform the developing list of schemes for cycle two of the national protection schemes to be delivered from 2022.	Head of Service	March 2026	The studies for the River Ayr and the Doon are now fully complete and options being appraised. The Irvine Valley Flood Study will be updated to identify options for a potential scheme that is more likely to attract funding
3	Active Travel Strategy	Develop active strategy for travel across South Ayrshire Network and East Ayrshire Network	Head of Service	Complete	A full review of active travel provision in East Ayrshire has been undertaken and this will be presented to the relevant East Ayrshire Council Committees.
6	EV Strategy	Develop EV strategy across East Ayrshire Network	Head of Service	Complete	Work on concession contract ongoing with contract award due in September 2025.
7	Levelling Up Fund	Completion and Submission of Bid for improvements to Bellfield Interchange	Head of Service	Complete	Design and modelling work to improve Bellfield to increase capacity and open up [development opportunities. LUF Bid unsuccessful
8	Ash Die back Strategy	Develop a risk based strategy for the management of Ash Die Back.	Head of Service	Complete	Develop a risk based approach to the management of Ash Die Back.

South Ayrshire Council Strategic Priorities 2024/25

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Implementation of car parking strategy for South Ayrshire.	Complete this work with improved parking provision and management.	Head of Service	March 2026	A full review of car parking provision in South Ayrshire is being undertaken at present and this will be presented to the relevant South Ayrshire Council Committees.
2	Develop Projects approved from the Flood Risk Management Plan	Progress relevant studies and inform the developing list of schemes for cycle two of the national protection schemes to be delivered from 2022.	Head of Service	Ongoing	A Surface Water Management Plan has been developed for Ayr, Prestwick and Dundonald. Troon Coastal Flood Study is ongoing. Pow Burn Prestwick Flood Study has been scoped and Consultant appointment is ongoing.
3	Support and contribute to the Ayrshire Growth Deal	Stimulate economic growth and address inclusive growth concerns. Contribute to infrastructure projects which are being developed through the Regional Transport Appraisal work being led by Transport Scotland.	Head of Service	Ongoing	Ayrshire Roads Alliance will assist with the planning and delivery of the roads enabling infrastructure requirements to allow the Ayrshire Growth Deal development to progress.
4	20mph speed restrictions in villages	Progress with the 20mph speed restrictions in all villages. Maintain engagement with the local communities.	Head of Service	Phase 1&2 Complete March 2022 Phase 3 – June 2025	Phase 1 and 2 - complete Phase 3 - TRO consultation process complete and approved by Regulatory Panel, implementation ongoing
5	Anticipated Budget Reductions in 2025/26	Continue to provide a high quality roads service within decreasing available budgets.	Head of Service	March 2026	Reports to various Committees.

Action		Success Criteria/ Desired Outcome	Responsible	Timescale	Details
6	Active Travel Strategy	Develop active strategy for travel across South Ayrshire Network	Head of Service	Ongoing	The Active Travel Strategy will be reviewed and discussed with the Active Travel Community Action Group, any amendments will be presented to the Active Travel Member Officer Working Group
7	EV Charging Strategy	Develop further the EV strategy for South Ayrshire Network	Head of Service	Complete	Work on concession contract ongoing with contract award due in September 2025.
8	Levelling Up Fund	Submission of Active Travel bid	Head of Service	Complete	Joint bid with NAC for active travel route Ayr to Irvine successful.
9	Motorhome Trials	Develop Campervan sites along the coastline.	Head of Service	Ongoing	Formalisation of two temporary sites at Girvan and Ayr and additional trials at Ballantrae, Maidens, Prestwick and Troon.
10	Strategic Economic Impact Assessment A75/A77	There is a growing desire to understand the importance / effectiveness of the improvements outlined along the A75 and A77.	Head of Service	Complete	SEIA complete, ARA to progress STAG for the A77 or a combined A75/A77 STAG on behalf of SAC and D&G Council. Lobbying Group formed with D&G with Task Force the next stage.
11	Ash Die back Strategy	Develop a risk based strategy for the management of Ash Die Back.	Head of Service	Complete	Develop a risk based approach to the management of Ash Die Back.
12	152 nd Open Championship	Delivery of Event Traffic and Transport Management	Head of Service	Complete	Successfully delivered. Debrief September 2024
13	The International Ayrshow - Festival Of Flight	Delivery of Event Traffic and Transport Management	Head of Service	Ongoing	Successfully delivered in 2024. Debrief November 2024. Planning in progress for 2025 event.

APPENDIX 1 – ORGANISATIONAL CHART



APPENDIX 2 – STRATEGIC AND LOCAL DELIVERY SPLIT

TABLE 1 - PROPOSED SPLIT BETWEEN STRATEGIC AND LOCAL DELIVERY

Strategic Service Delivery	Local Service Delivery
Asset and Performance Local Transport Strategy; Transportation Policy; Road Safety Plan; Cycling Strategy Council/Partner Liaison;	Transportation, Development Control and Road Safety Maintenance of Bus Shelters; Split Cycle Offset Optimisation Technique (SCOOT) systems (an adaptive control system for controlled road crossings); Development Control; Bus Shelter Advertising; Shopmobility; Travel Planning; Planning Applications; Development Planning; Section 75 Agreements; Road Safety Audits; School Travel Plans; School Crossing Patrol; Road Safety Education. Maintenance of Traffic signals, traffic signs, Traffic Orders; Traffic Counts, Accident Investigation and Prevention;
Asset and Performance Asset Management Plan; Performance Monitoring; Parking Strategy. Scottish Roadworks Register	Asset, Traffic and Parking Car Park Maintenance and Parking Enforcement. Roads Improvement Plan; Infrastructure Surveys; Inventory Management; Issue of Permits; Accident Investigation and Prevention;
Asset and Performance Flood Risk Management Strategy; Flood Risk Management Plans;	Design and Environment Maintenance of Watercourses, Bridges, Retaining Walls, Piers and Harbours. Watercourses; Flood Mitigation; Coastal Protection; Inspection of Piers & Harbours; Bridge Inspections and Maintenance; Structural Assessments; Technical Approval; Abnormal Load Routing; and Design of Major Road Schemes and Improvements. Road Construction Consents
Construction and Roads Maintenance Winter Service Planning; Street Lighting Management;	Operations Proactive, Reactive, Cyclic Maintenance of Roads and Footways; Winter and Weather Emergency Service; Proactive and Reactive Maintenance of Streetlights; Electricity costs for streetlights. Carriageway Inspections; Programming of Proactive, Reactive and Cyclic Maintenance; Street Lighting Design; Festive Lighting, Construction of Road Safety Schemes; Design of Minor Road Schemes. EV Charging.

Strategic Service Delivery	Local Service Delivery
Business Operations Scottish Roadworkers National Training Programme New Business opportunities	
Support Services HR, Finance, ICT, and Administrative Support.	

TABLE 2 - CURRENT SPLIT BETWEEN STRATEGIC AND LOCAL DELIVERY

Strategic Service Delivery	Local Service Delivery
Transportation, Development Control and Road Safety Local Transport Strategy; Transportation Policy; Road Safety Plan; Travel Planning, Cycling Strategy; Planning Applications; Road Construction Consents; Development Planning, Council/Partner Liaison, Section 75 Agreements; Road Safety Schemes; Road Safety Audits; School Travel Plans; School Crossing Patrol; Road Safety Education.	Transportation, Development Control and Road Safety Maintenance of Bus Shelters; Split Cycle Offset Optimisation Technique (SCOOT) systems (an adaptive control system for controlled road crossings); Development Control; Bus Shelter Advertising; Shopmobility; Construction of Road Safety Schemes.
Asset, Traffic and Parking Asset Management Plan; Roads Improvement Plan; Infrastructure Surveys; Inventory Management; Scottish Roadworks Register; Issue of Permits; Performance Monitoring; Accident Investigation and Prevention; Traffic Orders; Traffic Counts; and Parking Strategy.	Asset, Traffic and Parking Maintenance of Traffic signals, traffic signs, Car Park Maintenance and Parking Enforcement.
Design and Environment Flood Risk Management Strategy; Flood Risk Management Plans; Watercourses; Flood Mitigation; Coastal Protection; Inspection of Piers & Harbours; Bridge Inspections and Maintenance; Structural Assessments; Technical Approval; Abnormal Load Routing; and Design of Major and Minor Road Schemes and Improvements.	Design and Environment Maintenance of Watercourses, Bridges, Retaining Walls, Piers and Harbours.
Operations Carriageway Inspections; Winter Service Planning; Programming of Proactive, Reactive and Cyclic Maintenance; Street Lighting Design and Management; and Festive Lighting.	Operations Proactive, Reactive, Cyclic Maintenance of Roads and Footways; Winter and Weather Emergency Service; Proactive and Reactive Maintenance of Streetlights; Electricity costs for streetlights.

Annual Performance Indicators (Calendar Year)	Ayrshire Roads Alliance							
	East Ayrshire				South Ayrshire			
	2021	2022	2023	2024	2021	2022	2023	2024
Number of people killed or seriously injured in road accidents per 100,000 population	36	42	48	34	37	54	28	54
Number of slightly injured casualties per 100,000 population	49	58	82	57	41	52	30	58

Annual Performance Indicators (Financial Year)	East Ayrshire Council										South Ayrshire Council									
	2019/21	2019/21 Scotland Average	2020/22	2020/22 Scotland Average	2021/23	2021/23 Scotland Average	2022/24	2022/24 Scotland Average	2023/25	2023/25 Scotland Average	2019/21	2019/21 Scotland Average	2020/22	2020/22 Scotland Average	2021/23	2021/23 Scotland Average	2022/24	2022/24 Scotland Average	2023/25	2023/25 Scotland Average
% of A Class roads that should be considered for maintenance	22.10%	29.80%	17.20%	27.60%	15.60%	27.40%	17.60%	28.90%	17.70%	30.60%	34.10%	29.80%	28.90%	27.60%	23.00%	27.40%	21.7%	28.90%	23.4%	30.60%
% of B Class roads that should be considered for maintenance	32.60%	34.00%	26.85%	33.60%	27.00%	31.50%	26.10%	32.50%	25.20%	34.60%	37.30%	34.00%	34.40%	33.60%	32.50%	31.50%	31.0%	32.50%	28.6%	34.60%
% of C Class roads that should be considered for maintenance	33.50%	33.60%	29.50%	33.20%	29.60%	32.70%	31.00%	33.40%	30.80%	34.20%	40.80%	33.60%	37.90%	33.20%	38.90%	32.70%	38.1%	33.40%	37.6%	34.20%
% of U Class roads that should be considered for maintenance	42.30%	38.30%	40.90%	36.70%	40.60%	36.40%	39.00%	36.20%	37.00%	36.20%	43.40%	38.30%	42.90%	36.70%	41.00%	36.40%	38.5%	36.20%	36.4%	36.20%
Overall % of the road network that should be considered for maintenance	36.80%	35.50%	33.80%	34.20%	33.50%	33.60%	33.00%	34.10%	31.70%	34.70%	40.90%	35.50%	39.00%	34.20%	37.40%	33.60%	35.5%	34.10%	34.0%	34.70%

AYRSHIRE ROADS ALLIANCE																
MONTHLY PERFORMANCE INDICATORS	APSE Average 2024/25	Target	Current Status	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	Comments
FINANCE																
No of invoices paid within 30 days	-	98%		904	886	781	491	521	979	320	1052	1,141	387	1,002	1,237	
No of Invoices Received				907	889	785	494	534	1000	321	1,112	1,178	391	1,029	1,328	
Average Year to date of Number of Invoices paid within 30 days				100%	100%	99%	99%	98%	98%	100%	95%	97%	99%	97%	93%	
HEALTH AND SAFETY																
Number of ARA Safety Inspections Completed within Timescale	92.02%	90%		25	27	21	22	23	20	17	20	6	14	21	16	
Number of ARA Safety Inspections Scheduled				25	28	23	23	23	20	17	21	7	16	21	18	
% of ARA Safety Inspections Completed within timescale				100%	96%	93%	96%	100%	100%	100%	95%	85%	88%	100%	89%	
Number of Health and Safety Incidents Reported to the Health and Safety Section	-	5		3	4	2	5	3	8	7	7	4	7	2	4	
Average Number of days to report an incident to the Health and Safety Section				1	1	1.5	1.8	2.3	1.6	9.6	2.9	1.8	3.1	3	10.3	
ABSENCE MONITORING																
Average days lost per employee	-	-		0.82	0.94	1.06	1.07	0.85	1.19	0.65	1,19	1.19	1.18	1.12	1.43	
WELL ENGAGED																
Visits to the ARA Website every month	-	49,000 per annum		11,906	10,379	9,806	11,231	12,843	11,313	12,657	11,379	7,719	13,494	11,891	6,394	
No of Twitter Followers every month	-	-	-	4,676	4,590	4,600	4,605	4,603	4,619	4,620	4,590	4,574	4,528	4,543	4,576	
Monthly visits to the website from social media	-	1,800 per annum		1,066	827	792	1,377	1560	1261	1,001	1031	843	6,725	6891	4545	

MONTHLY PERFORMANCE INDICATORS	APSE Average 2024/25	EAST AYRSHIRE COUNCIL														SOUTH AYRSHIRE COUNCIL														
		Target	Current Status	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	Target	Current Status	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	Comments
PARKING																														
Number of parking appeals accepted	-	-	-	39	40	32	55	47	47	56	45	33	37	32	38	-	-	96	101	93	70	51	61	101	106	62	39	23	22	
Number of parking appeals received				102	111	127	135	123	133	128	110	70	121	115	129			199	206	223	173	134	223	233	268	191	210	166	206	
% of parking appeals accepted				38%	36%	25%	41%	38%	35%	44%	41%	47%	31%	28%	29%			48%	49%	42%	40%	38%	27%	43%	40%	32%	19%	14%	11%	
ROADWORKS PROGRAMME																														
Physical % of Roadworks Programme Completed	-	100%	🟢	17%	32%	46%	54%	71%	83%	97%	97%	97%	97%	98%	100%	100%	🟢	13%	38%	43%	65%	81%	89%	96%	97%	98%	98%	99%	100%	
BRIDGES																														
Number of General Bridge Inspections	-	408	🔴	0	0	0	61	0	0	16	41	20	28	15	47	257	🟢	21	47	37	26	26	17	0	44	10	10	33	45	Due to sickness and a vacancy within the EAC team, the target was not achieved for General Inspections. The post has now been filled and the team will endeavour to complete the remaining general inspections over the next few months
Number of Special Bridge Inspections	-	408	🟢	7	7	7	7	7	61	7	61	7	61	7	91	150	🟢	30	5	30	0	5	30	28	5	28	5	28	5	
Number of Principal Bridge Inspections	-	88	🟢	0	0	0	0	0	0	0	0	0	0	0	61	56	🟢	13	0	0	0	0	0	0	0	0	10	13	14	
PRIORITY 1 DEFECTS																														
Number of Category 1 Road Emergency defect repairs made safe within 2 hours	91.20%	75%	🟢	1	2	2	0	1	0	1	1	3	5	0	1	75%	🟢	2	2	1	1	2	0	3	1	1	0	2	1	
Number of Category 1 Repair Lines issued				1	2	2	0	1	0	1	1	3	5	0	1			2	2	1	1	2	0	3	1	1	0	2	1	
% of Category 1 Road Emergency defect repairs made safe within 2 hours				100%	100%	100%	-	100%	-	100%	100%	100%	100%	-	100%			100%	100%											
PRIORITY 2 DEFECTS																														
Number of Category 2 Road Emergency defect repairs made safe within 5 working days	76.23%	50%	🟢	16	14	15	18	14	9	5	8	10	21	15	11	50%	🟢	16	13	12	13	25	11	11	10	12	9	29	11	
Number of Category 2 Repair Lines issued				22	16	15	18	15	10	8	8	11	24	16	13			17	13	12	14	26	12	11	10	12	14	35	16	
% of Carriageway Category 2 Defects repaired within 5 working days				73%	88%	100%	100%	93%	90%	63%	100%	91%	88%	94%	85%			94%	100%	100%	93%	96%	92%	100%	100%	100%	64%	83%	69%	
STREET LIGHTING																														
Number of Street Lighting repairs completed within 7 working days	88.07%	95%	🟢	72	49	33	69	92	79	123	94	97	126	98	75	95%	🟢	39	33	31	35	49	51	76	97	57	93	75	64	
Number of Street Lighting Repair Lines Issued				72	49	33	69	95	81	123	99	100	128	99	78			40	38	33	35	49	54	76	105	60	94	76	64	
% Street Lighting repairs completed within 7 working days				100%	100%	100%	100%	97%	98%	100%	95%	97%	98%	99%	96%			98%	87%	94%	100%	100%	94%	100%	92%	95%	99%	99%	100%	
TRAFFIC																														
Number of Traffic light repairs completed within 48 hours	88.23%	95%	🟢	28	26	22	30	24	17	28	39	28	40	29	24	95%	🟢	39	31	24	16	14	18	18	21	31	11	12	19	
Number of Traffic light repair lines issued				29	26	23	30	25	17	28	40	28	40	29	24			40	31	24	16	15	18	18	21	32	13	12	20	
% of Traffic light repairs completed within 48 hours				97%	100%	96%	100%	96%	100%	100%	98%	100%	100%	100%	100%			98%	100%	100%	100%	94%	100%	100%	100%	97%	85%	100%	95%	
COMPLAINTS																														
Number of Stage 1 Complaints responded to within allotted timescales	-	100%	🟢	2	2	1	0	5	0	-	1	0	0	1	2	100%	🟢	2	0	0	2	1	1	1	4	1	1	0	1	
Numer of Stage 1 Complaints received				2	2	1	0	5	0	0	1	0	0	1	2			2	0	0	2	1	1	1	4	1	1	0	3	
% of Stage 1 Complaints responded to within allotted timescales				100%	100%	100%	-	100%	-	-	100%	-	-	100%	100%			100%	-	-	100%	100%	100%	100%	100%	100%	100%	-	66%	
Number of Stage 2 complaints responded to within allotted timescales	-	100%	🟢	0	0	0	0	0	0	0	0	0	0	0	2	100%	🟢	0	0	0	1	0	0	1	0	0	0	1	1	
Number of Stage 2 complaints received				0	0	0	0	0	0	0	0	0	0	0	2			0	0	0	1	0	0	1	0	0	0	1	1	
% of Stage 2 complaints responded to within allotted timescales				-	-	-	-	-	-	-	-	-	-	-	-			100%	-	-	-	100%	-	-	100%	-	-	-	100%	

MONTHLY PERFORMANCE INDICATORS	APSE Average 2024/25	EAST AYRSHIRE COUNCIL														SOUTH AYRSHIRE COUNCIL														
		Target	Current Status	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	Target	Current Status	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	Comments
ENQUIRIES																														
Number of enquiries responded to within allotted timescales	83.44%	80%		77	85	73	53	43	42	60	58	49	41	62	48	80%		39	41	39	34	31	39	53	48	31	29	26	31	
Number of enquiries received				78	91	79	54	45	46	62	64	53	50	66	51			47	45	41	35	34	42	54	51	33	33	30	35	
% of enquiries responded to within allotted timescales				99%	93%	92%	98%	96%	91%	97%	91%	92%	82%	94%	94%			83%	91%	95%	97%	91%	93%	98%	94%	94%	88%	87%	89%	
FREEDOM OF INFORMATION																														
Number of FOI & EIR requests responded to within 20 working days	88.52%	100%		17	17	5	13	20	4	12	18	17	11	22	20	100%		24	14	11	13	22	15	26	22	16	18	21	27	
Number of FOI & EIR requests received				17	17	5	13	21	4	12	18	17	11	22	20			24	14	11	13	22	15	26	22	16	18	21	30	
% of FOI & EIR requests responded to within 20 working days				100%	100%	100%	3%	95%	100%	100%	100%	100%	100%	100%	100%			100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	
PUBLIC LIABILITY CLAIMS																														
Number of Public Liability claims closed	-	-		11	12	5	10	3	3	7	2	5	4	4	4	-		12	6	2	10	3	2	5	2	2	2	3	7	
Number of Public Liability claims received				13	13	6	3	1	2	2	1	3	11	3	15			14	8	4	2	0	2	4	2	3	8	2	17	
Total number of open claims				70	53	48	46	35	37	46	38	40	50	42	72			46	20	21	26	30	32	37	34	37	44	39	52	
Number of Public Liability Claims that were successful				0	0	0	1	0	0	0	0	0	0	0	1			0	0	1	1	0	0	0	0	0	0	0	0	

6 June 2025

Report by the Head of Roads – Ayrshire Roads Alliance

**AYRSHIRE ROADS ALLIANCE
PERFORMANCE SCORECARD**

Purpose of report

1. The purpose of this Report is to advise the Joint Committee regarding the progress made to date against the Performance Scorecard.

Recommendations

2. It is recommended that the Joint Committee:
 - i. **Notes the performance scorecard presented in this report;**
 - ii. **Continues to receive the performance scorecard updates; and**
 - iii. **Otherwise, notes the content of the report.**

Background

3. The purpose of the performance management and benchmarking is to work collaboratively to deliver tangible and sustained improvements within the Ayrshire Roads Alliance in order to manage the on-going development and delivery of benchmarking frameworks.
4. Improved performance management is fundamental to supporting the Ayrshire Roads Alliance. This drives change and improvement within the fully integrated roads service and support improved outcomes, better performance, and more effective use of resources.
5. The Performance Indicators are regularly refreshed when new useful performance measures are introduced by the Ayrshire Roads Alliance or there is an agreement to include a specific indicator. This will be a regular item for the Ayrshire Shared Service Joint Committee to review

Main report/main issues

6. This scorecard is used to:
 - monitor the progress in meeting the Ayrshire Roads Alliance's objectives;
 - help managers to have performance-related conversations with staff; and
 - identify any problem areas that need addressed.

7. Some indicators are collated at different frequencies and so these will be included as appropriate.
8. The Performance Scorecard is presented in Appendix 1. Commentary against the specific red and amber performance measures are included in Appendix 1. There are a number of green performance measures which should be highlighted, especially:
 - Finance with respect to the percentage of invoices paid within 30 calendar days. This is currently at 99% for the financial year.
 - Priority 1 and Priority 2 Faults – with respect to the percentage of priority 1 and 2 faults completed within timescale. This is currently above target for the financial year.
 - Street Lighting Repairs – with respect to the percentage of street lighting repairs completed within the timescale. The service has achieved an average of 98% for the financial year.
 - Traffic Light Repairs – with respect to the percentage of traffic light repairs completed within the timescale. The service has achieved an average of 99% for the financial year.
9. The Process Improvement and Integration Plan continues to identify improvements to a number of existing processes for re-design within The Ayrshire Roads Alliance.

Implications

Implications	Yes	No	Paragraph number in report
1. Policy/Strategic Planning	Yes		10 and 11
2. Governance	Yes		12
3. Human Resources	Yes		13
4. Equality and Fairer Scotland Duty	Yes		14
5. Financial	Yes		15
6. Risk	Yes		16
7. Community Wealth Building	Yes		17
8. Net Zero	Yes		18

Policy/strategic planning implications

10. A well-maintained road network will contribute to achieving the 2015-2030 Community Plan objectives and associated 2024-2027 Delivery Plans
11. The matters referred to in this report contribute to Priority 1 of the South Ayrshire Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

Governance Implications

12. The work of the Ayrshire Roads Alliance is undertaken in accordance with relevant legislation.

Humans resources Implications

13. The Performance Scorecard has no direct impact on human resources.

Equality impact and Fairer Scotland duty implications

14. The Performance Scorecard complements the Equality Impact Assessment by ensuring that any issues arising are adequately prioritised, managed and either eliminated or mitigated.

Financial implications

15. The Performance Scorecard facilitates the existing scrutiny arrangements to manage, prioritise, and review the budget provided by East Ayrshire Council and South Ayrshire Council to the Ayrshire Roads Alliance.

Risk implications

16. The Performance Scorecard assists in the prioritisation of risks that need to be mitigated by the Ayrshire Roads Alliance in order to reduce the overall risk to either Council and to comply with the Community Plan/Council Plan in both partner bodies.

Community Wealth Building implications

17. The works programme provides economic levers to develop resilient, inclusive local economies with more local spend and fair employment, as well as ensuring that wealth is more locally owned and benefits local people

Net zero implications

18. The Ayrshire Roads Alliance Service Plan supports and links to East Ayrshire Climate Strategy Themes

Theme 2: Transport

Theme 4: Natural Environment

Appendices (if applicable)

1. Performance Scorecard

Background papers

None

Person to contact

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ANNUAL PERFORMANCE INDICATORS (CALENDAR YEAR)	AYRSHIRE ROADS ALLIANCE							
	East Ayrshire				South Ayrshire			
	2021	2022	2023	2024	2021	2022	2023	2024
Number of people killed or seriously injured in road accidents per 100,000 population	36	42	48	34	37	54	28	54
Number of slightly injured casualties per 100,000 population	49	58	82	57	41	52	30	58







ANNUAL PERFORMANCE INDICATORS (FINANCIAL YEAR)	East Ayrshire Council										South Ayrshire Cou					
	2019/21	2019/21 Scotland	2020/22	2020/22 Scotland	2021/23	2021/23 Scotland	2022/24	2022/24 Scotland	2023/25	2023/25 Scotland	2019/21	2019/21 Scotland	2020/22	2020/22 Scotland	2021/23	2021/23 Scotland
% of A Class roads that should be considered for maintenance	22.10%	29.80%	17.20%	27.60%	15.60%	27.40%	17.60%	28.90%	17.70%	30.60%	34.10%	29.80%	28.90%	27.60%	23.00%	27.40%
% of B Class roads that should be considered for maintenance	32.60%	34.00%	26.85%	33.60%	27.00%	31.50%	26.10%	32.50%	25.20%	34.60%	37.30%	34.00%	34.40%	33.60%	32.50%	31.50%
% of C Class roads that should be considered for maintenance	33.50%	33.60%	29.50%	33.20%	29.60%	32.70%	31.00%	33.40%	30.80%	34.20%	40.80%	33.60%	37.90%	33.20%	38.90%	32.70%
% of U Class roads that should be considered for maintenance	42.30%	38.30%	40.90%	36.70%	40.60%	36.40%	39.00%	36.20%	37.00%	36.20%	43.40%	38.30%	42.90%	36.70%	41.00%	36.40%
Overall % of the road network that should be considered for maintenance	36.80%	35.50%	33.80%	34.20%	33.50%	33.60%	33.00%	34.10%	31.70%	34.70%	40.90%	35.50%	39.00%	34.20%	37.40%	33.60%

AYRSHIRE ROADS ALLIANCE					
MONTHLY PERFORMANCE INDICATORS	APSE Average	Target	Current Status	Apr	Comments
FINANCE					
No of invoices paid within 30 days	-	98%		333	
No of Invoices Received				341	
% of invoices paid within 30 days				98%	
Average Year to date of Number of Invoices paid within 30 days				98%	
HEALTH AND SAFETY					
Number of ARA Safety Inspections Completed within Timescale	92.02%			25	
Number of ARA Safety Inspections Scheduled				25	
% of ARA Safety Inspections Completed within timescale				100%	
Average Number of days to report an incident to the Health and Safety Section				1.5	

AYRSHIRE ROADS ALLIANCE					
MONTHLY PERFORMANCE INDICATORS	APSE Average	Target	Current Status	Apr	Comments
ABSENCE MONITORING					
Average days lost per employee	-	-		1.43	
WELL ENGAGED					
Visits to the ARA Website every month	-	49,000 per annum		1,751	
No of Twitter Followers every month		-		4,576	
Monthly visits to the website from social media	-	1,800 per annum		140	

MONTHLY PERFORMANCE INDICATORS	APSE Average	EAST AYRSHIRE COUNCIL			SOUTH AYRSHIRE COUNCIL			
		Target	Current Status	Apr	Target	Current Status	Apr	Comments
FACETIME								
Number of staff who have received annual FACETIME review	-	100%		2	100%		0	Managers are aware of the importance of completing FACE reviews
PUBLIC LIABILITY CLAIMS								
Number of Public Liability claims closed	-	-	-	5	-	-	10	
Number of Public Liability claims received				6			7	
Total number of open claims				57			65	
Number of Public Liability Claims that were successful				0			0	
% of Public Liability Claims that were successful				0%			0%	
PRIORITY 1 FAULTS								
Number of Priority 1 Road Emergency defect repairs made safe within 2 hours	91.20%	75%		0	75%		3	
Number of Priority 1 Repair Lines issued				0			3	

MONTHLY PERFORMANCE INDICATORS	APSE Average	EAST AYRSHIRE COUNCIL			SOUTH AYRSHIRE COUNCIL			
		Target	Current Status	Apr	Target	Current Status	Apr	Comments
ROADWORKS PROGRAMME								
Physical % of Roadworks Programme Completed	-	100%		1%	100%		20%	
BRIDGES								
Number of General Bridge Inspections	-	20		50			36	
Number of Special Bridge Inspections	-	40		7			27	
Number of Principal Bridge Inspections	-	0		0			9	
STREET LIGHTING								
Number of Street Lighting repairs completed within 7 working days	88%	95%		53	95%		50	
Number of Street Lighting Repair Lines Issued				54			50	

MONTHLY PERFORMANCE INDICATORS	APSE Average	EAST AYRSHIRE COUNCIL			SOUTH AYRSHIRE COUNCIL			
		Target	Current Status	Apr	Target	Current Status	Apr	Comments
% of Priority 1 Road Emergency defect repairs made safe within 2 hours				-			100%	
PRIORITY 2 FAULTS								
Number of Priority 2 Road Emergency defect repairs made safe within 5 working days	76.23%	50%		8	50%		20	
Number of Priority 2 Repair Lines issued				10			21	
% of Carriageway Priority 2 Defects repaired within 5 working days				80%			95%	
COMPLAINTS								
Number of Stage 1 Complaints responded to within allotted timescales	-	100%		0	100%		0	
Numer of Stage 1 Complaints received				0			0	
% of Stage 1 Complaints responded to within allotted timescales				-			-	
Number of Stage 2 complaints responded to within allotted timescales	-	100%		0	100%		1	
Number of Stage 2 complaints received				0			1	
% of Stage 2 complaints responded to within allotted timescales				-			100%	
PARKING								
Number of parking appeals accepted	-	-	-	30	-	-	62	
Number of parking appeals received				99			182	
% of parking appeals accepted				30%			34%	

MONTHLY PERFORMANCE INDICATORS	APSE Average	EAST AYRSHIRE COUNCIL			SOUTH AYRSHIRE COUNCIL			
		Target	Current Status	Apr	Target	Current Status	Apr	Comments
% Street Lighting repairs completed within 7 working days				98%			100%	
TRAFFIC LIGHTS								
Number of Traffic light repairs completed within 48 hours	88.23%	95%		26	95%		22	
Number of Traffic light repair lines issued				26			23	
% of Traffic light repairs completed within 48 hours				100%			96%	
ENQUIRIES								
Number of enquiries responded to within allotted timescales	83.44%	80%		88	80%		52	Officers are reminded of the importance of responding to enquiries within timescales
Number of enquiries received				90			55	
% of enquiries responded to within allotted timescales				98%			95%	
FREEDOM OF INFORMATION								
Number of FOI & EIR requests responded to within 20 working days	88.52%	100%		28	100%		25	
Number of FOI & EIR requests received				28			25	
% of FOI & EIR requests responded to within 20 working days				100%			100%	

6 June 2025

Report by the Head of Roads – Ayrshire Roads Alliance

AYRSHIRE ROADS ALLIANCE RISK REPORT AND REGISTER

Purpose of report

1. The purpose of this Report is to advise the Joint Committee on the management of risk associated with the Ayrshire Roads Alliance.

Recommendations

- 2 It is recommended that the Joint Committee:
 - i. **Notes the risk register presented in this report;**
 - ii. **Continues to receive updates on progress; and**
 - iii. **Otherwise, notes the content of the report.**

Background

- 3 A report detailing the general approach to the Risk Report and Risk Register was presented to the Joint Committee on 21 August 2014, where it was agreed that the Risk Report and Risk Register would be a standing item on the agenda. This would ensure that the risks are monitored and scrutinised at a minimum on a quarterly basis.

Main report/main issues

- 4 The management of risk aims to enable confident decision taking on risk, innovation, reduce waste and inefficiency, and lead to fewer unanticipated problems and crises that could undermine the performance and operation of the Ayrshire Roads Alliance.
- 5 The risk register is contained in Appendix 1.

Since the last Joint Committee, there have been 4 risks added to the risk register and no risks removed. The three risks added are:

Risk Number 4c: Adverse Weather - Damage to Salt Storage (Dome)

Risk number 42: Land Acquisition and other Legal Resource Requirement - Lack of available resources resulting in delays to projects

Risk number 43: Procurement – Scotland Excel Framework Contract delays

Risk number 44: United States Trade Agreement - market cost increase of raw material affecting suppliers, supply chains, shipping, transportation and Construction costs.

The revised risk register illustrates the red, amber and green status and also illustrates whether the risk severity relates to time, indicated by [T] or cost, indicated by [C].

Implications

Implications	Yes	No	Paragraph number in report
1. Policy/Strategic Planning	Yes		6 and 7
2. Governance	Yes		8
3. Human Resources	Yes		9
4. Equality and Fairer Scotland Duty	Yes		10
5. Financial	Yes		11
6. Risk	Yes		12
7. Community Wealth Building	Yes		13
8. Net Zero	Yes		14

Policy/strategic planning implications

6. A well maintained road network will contribute to achieving the Community Plan objectives in relation to Economy & Skills and Safer Communities to maintain good access to our communities within East Ayrshire.
7. The matters referred to in this report contribute to South Ayrshire Council strategic objective of 'Enhanced Environment through Social, Cultural and Economic Activities' and within that to the outcome 'Work with partners to improve roads and other infrastructure, to encourage house building and business investment that sustains local communities'.

Governance Implications

8. The work of the Ayrshire Roads Alliance is undertaken in accordance with relevant legislation.

Humans resources Implications

9. The Risk Register has no direct impact on human resources.

Equality impact and Fairer Scotland duty implications

10. The Risk Register complements the Equality Impact Assessment by ensuring that any issues arising are adequately prioritised, managed and either eliminated or mitigated.

Financial implications

11. The Risk Register facilitates the existing scrutiny arrangements to manage, prioritise and review the budget provided by East Ayrshire Council and South Ayrshire Council to the Ayrshire Roads Alliance.

Risk implications

12. The Risk Register assists in the prioritisation of risks that need to be mitigated by the Ayrshire Roads Alliance in order to reduce the overall risk to either Council and to comply with the Community Plan/Council Plan in both partner bodies.

Community Wealth Building implications

13. The works programme provides economic levers to develop resilient, inclusive local economies with more local spend and fair employment, as well as ensuring that wealth is more locally owned and benefits local people

Net zero implications

14. The Ayrshire Roads Alliance Service Plan supports and links to East Ayrshire Climate Strategy Themes

Theme 2: Transport

Theme 4: Natural Environment

Appendices (if applicable)

1. Ayrshire Roads Alliance Risk Register

Background papers

None

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Appendix 1: Risk Register Scoring Matrix

The Risk Matrix for deciding each of the risk factors (Likelihood x Severity) in a 5 by 5 matrix are illustrated in Table 1 below:

Table 1: Risk Factors in Practical Form

		Risk Likelihood				
		Rare (1)	Unlikely (2)	Possible (3)	Likely (4)	Almost Certain (5)
Risk Severity	Catastrophic (5)	⚠ 5	⚠ 10	✖ 15	✖ 20	✖ 25
	Very Serious (4)	✓ 4	⚠ 8	⚠ 12	✖ 16	✖ 20
	Moderate (3)	✓ 3	⚠ 6	⚠ 9	⚠ 12	✖ 15
	Minor (2)	✓ 2	✓ 4	⚠ 6	⚠ 8	⚠ 10
	Insignificant (1)	✓ 1	✓ 2	✓ 3	✓ 4	⚠ 5

Following on from Table 1, the following Summary Risk Profile is colour coded to highlight the risk classification:

Table 2: Summary Risk Profile

Assessed Risk (LxS)	Action Required
Low Risk: 1 to 4	Acceptable/ can be accepted provided risk is managed.
Medium Risk: 5 to 12	Undesirable/ must be avoided if reasonably practicable.
High Risk: 15 to 25	Unacceptable risk - must be eliminated or moved to a lower level.

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

NOTE:

The Risk rating will be influenced by considering a combination of event effects

Such as associated cost, event duration, and organisational reputation.

The table below will provide some assistance with risk rating.

Incident Severity	Cost (£) [C]		Time [T]		Reputation
	Min	Max	Min	Max	
Insignificant (1)	£0	£10,000	0	1 day	Councillors/CEO
Marginal (2)	£10,001	£50,000	1 day	2 weeks	Local Media Facebook etc.
Significant (3)	£50,001	£500,000	2 weeks	1 month	Local Newspaper
Severe (4)	£500,001	£1,000,000	1 month	3 months	National Newspaper
Catastrophic (5)	£1,000,001	>£1,000,001	3 months	> 6 months	National News (TV)

To calculate the risk rating, multiply the Likelihood x Severity. Example.... <i>Possible (3) X Significant (3) = Medium Risk</i>		Critical (5)	Severe (4)	Significant (3)	Marginal (2)	Insignificant (1)	SEVERITY INDEX
LIKELIHOOD INDEX	Highly probable (5)	25	20	15	10	5	
	Probable (4)	20	16	12	8	4	
	Possible (3)	15	12	9	6	3	
	Unlikely (2)	10	8	6	4	2	
	Very Unlikely (1)	5	4	3	2	1	

KEY	
High Risk (16 – 25)	Risks are not acceptable under any circumstances. Immediate action required
Medium Risk (8 – 15)	Additional controls measures may be required.
Low Risk (1 – 6)	Continue to monitor as part of review process or where changes occur.

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
1 a)	Personnel Shortage due to:	Loss of trained and competent personnel from all sections within ARA	Business continuity plans in place (BUS-12, 13, & 14) to manage all ARA mission critical activities. Additional usage of external contractors to ensure essential services / works programme targets are met. Pandemic safe workplaces / sites established to accommodate reduced number of staff Procedures are in place to manage a short / medium disruption of Technical / Supervisory / operational Personnel including re-assignment of duties and controlled overtime working as required. Over long term there would be recruitment / procurement of the necessary experience to fill the gaps.	3	4	12 [T]	All Service Managers	Head of Roads – Ayrshire Roads Alliance	The staff numbers are reviewed whenever there are significant changes in staffing level. The Ayrshire Roads Alliance has Modern Apprentices who are providing a strong foundation for future staffing levels as an addition, The Ayrshire Roads Alliance has appointed a Training Officer who will undertake refresher training to the existing workforce where skill gaps have been identified. Furthermore, the Training Officer will develop and enhance the skills and competency with our MAs and trainee road workers.	19/5/25
	<ul style="list-style-type: none"> Pandemic Event 									
2	Fuel Shortage	Loss or restriction due to relief events. Any event that has an effect on the cost of performing the Services, or the date of their completion, including the occurrence of risks both foreseen and unforeseen e.g. industrial action.	To mitigate the impact of losing access or having a restricted access to fuel, a contingency plan has been established which sets out the emergency management actions that will be taken that include designated fuelling stations and the prioritisation of fleet, putting non-essential vehicles off the road.	3	3	9 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Continuation of public support will be dependent on outcomes, though expect some mixed reaction	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
3	Failure to align with Budget requirements	Level of investment required in road repairs and resurfacing and resulting cost of treatment higher than anticipated. Reduced budget could lead to the deterioration in the roads network, an increase in accidents, and insurance costs. Loss of parking income as a result of policy changes.	Appropriate financial and performance monitoring arrangements in place to mitigate the risk. Regular meetings with and within partners Councils to advice on further resource and funding requirements.	2	4	8 [C]	Business Support Manager	Head of Roads – Ayrshire Roads Alliance	Adequate control measures are in place, specifically, monthly meetings held with budget holders to review revenue budget and take appropriate corrective actions to bring budgets within tolerance limits. Monthly meeting with service managers to review capital budgets and programmes.	19/5/25
4	Adverse Weather									
a)	Staffing Issues	Lack of trained and competent personnel including operatives and drivers to provide full complement required to fulfil all gritting routes due to lack of volunteers for existing staff, flu pandemic, mass resignation, strike action and breach of Working Time Directive and Driver Hours Legislation.	Procedures in place to manage a short / medium disruption of Driver / Operative Personnel including banking workers and overtime working as required. Over the long term there would be recruitment / procurement of the necessary experience to fill the gaps.	2	4	8 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Rolling programme established to ensure ongoing Health and Safety training. Appropriate and applicable checks are conducted on all new drivers to ensure that all reasonable precautions are taken to safeguard the 'O' licence, insurance payments and reputation. The service has extended the use of external companies to provide the winter service to increase resilience	19/5/25
b)	Salt	Reduction and /or loss of salt stock materials for Winter Service operations.	There is adequate salt stock resilience and conservation control measures. Transport Scotland has strategic salt stock piles.						The Service has a framework salt supplier with a 14 day call down delivery. There is a joint agreement with other Councils to share available salt stocks. The existing weather service provides long term forecast indicating extreme and prolonged weather conditions.	
c)	Damage to salt storage (Dome)	Reduction and /or loss of salt stock materials for Winter Service operations.	Areas identified within depot to stock pile storage. Transfer salt to alternative depots.						Cover salt exposed to the environmental elements.	
5	Loss of Street Lighting & Traffic Signals	Extended loss of Public Electricity supply creating issues with Street Lighting and Traffic Signals	Some temporary traffic signals will be provided at key locations determined by the Traffic Management Section should these issues arise. Temporary traffic signals deployed by RMU. Contingency measures	3	3	9 [T]	Traffic & Road Safety Manager	Head of Roads – Ayrshire Roads Alliance	We consider that the overall risk is low due to the mitigation measures that are in place	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
			detailed in Business Continuity Plans.							
6	Transfer of Shared Services – Ayrshire Roads Alliance	Any failure in Service provision would adversely affect the resilience of the Roads services.	Extensive negotiations have taken place to ensure that the proposed joint service meets stakeholders needs	2	2	4 [T]	Business Support Manager	Head of Roads – Ayrshire Roads Alliance	The new service is over ten years old and it is considered that the initial transfer of the shared service has been completed. Nevertheless there will always remain issues on transfer issues which may still arise.	19/5/25
7	Council's Waste Transfer Licence	Loss off / restrictions on waste transfer licence for all depots	Robust management systems and procedures in place to comply with Environmental legislation, permit conditions and health and safety	2	3	6 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	We consider the overall risk is low, due to the current waste management systems in operation. Current contract allows	19/5/25
8	Council's Operators Licence ('O' Licence) -	Loss off / restrictions on Council's 'O' Licence.	A comprehensive maintenance regime has been established that follows all guidance from DVSA and the Traffic Commissioner to ensure that the O-Licence is protected. In addition, compliance activities are established and in place and a regular external audit is carried out by the Freight Transport Association every 2 years to ensure that all processes are performing to the required standard.	2	4	8 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Continue to work with fleet service in East Ayrshire Council.	19/5/25
9	Failure to meet statutory duties in relation to Road Safety Inspections	Failure to provide a Risk based approach and Inspection System in accordance with the approved, Inspection Manual: Road Safety Inspections and defect categorisations.in accordance with the Well-Managed Highway Infrastructure: A Code of Practice.	There are procedures in place to manage this process: 1. Short term by prioritising and reducing other works activities and realigning budgets; 2. Medium / long term there would be a request for additional budgets; 3. Operatives can be assigned from other duties and overtime working approved.	2	4	8 [T]	Service Managers	Head of Roads – Ayrshire Roads Alliance	Following implementation of the Inspection Manual: Road Safety Inspections and defect categorisations from 1 st April 2019 in accordance with the Well-Managed Highway Infrastructure: A Code of Practice the Ayrshire Roads Alliance a) Inspects the entire road network within East Ayrshire and South Ayrshire, with performance in relation to the percentage of safety inspections carried out within the timescale being reported to the Joint Committee under the Performance Scorecard standing item on the agenda. b) Categorise defects in accordance with a risk based approach ranking defects one to four as	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
									<p>detailed in the Inspection Manual: Road Safety Inspections and defect categorisations</p> <p>c) Issue repair lines for defects on carriageways and footways with target response times determined by the category of defect, as identified in the Inspection Manual: Road Safety Inspections and defect categorisations</p> <p>d) Complete the vast majority of Category 1 defects within the target response time of two hours.</p>	
10	Business Continuity / Emergency Planning	Incident affecting one or more of the Ayrshire Roads Alliance service functions (including ICT Failure).	<p>Business continuity plans developed for: Roads Maintenance (including the Winter Gritting Programme); Lighting Maintenance Unit; Network; Design and Traffic and Road Safety facilities within East Ayrshire and South Ayrshire.</p> <p>To prevent fallout from IT system failure, a business contingency plan has been developed as well as a back up process to revert to paper based recording systems for fleet management and maintenance.</p>	2	4	8 [T]	Business Support Manager	Head of Roads – Ayrshire Roads Alliance	The overall risk is high due to the unknown nature of such an incident and because of the potential reputational damage and adverse effect on the service delivery, including discharge of statutory responsibilities.	19/5/25
11	Benefits Realisation	Ayrshire Roads Alliance does not deliver the expected benefits outlined in the Detailed Business Case of June 2013.	<p>Benefit Realisation Plan to track the delivery of each benefit and take corrective action where appropriate it has been developed.</p> <p>A 10 year Service Review is due to be completed within the next couple of years.</p>	2	3	6 [C]	Service Managers	Head of Roads – Ayrshire Roads Alliance	The overall risk is medium due to the various reviews outlined in the Benefits Realisation Strategy and Plan now progressing towards fruition. Internal management reports to be prepared reflecting on progress against Benefits Realisation Strategy. As at 1 April 2018 had realised budget savings of £2.031m against a target of £1.510m	19/5/25
12	Performance	Performance Metrics are missed. The Service monitors the metrics and also compares performance against the APSE average.	A standardised operational process and procedures has been developed to ensure efficient and effective processes and verification measures are in place.	1	4	4 [C]	Service Managers	Head of Roads – Ayrshire Roads Alliance	Performance metrics are reviewed and developed with the Pentana System being used to review performance. Performance is reviewed at every Management meeting.	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
13	Procurement	Insufficient due diligence carried out by the Ayrshire Roads Alliance in the procurement of goods and services. – standardised processes and procedures in line with Council's contract procedures.	Standardised processes and procedures have been developed to ensure efficient and effective processes and verification measures are in place.	1	4	4 [C]	Service Managers	Head of Roads – Ayrshire Roads Alliance	Managed Risk.	19/5/25
14	Programme Management	<p>Programme scope, schedule, objectives, cost and deliverables are not clearly defined or understood.</p> <p>Estimating and / or scheduling errors.</p> <p>Unplanned work that must be accommodated.</p> <p>Lack of co-ordination / communication</p> <p>Underestimated support resources or overly optimistic delivery schedule</p> <p>Unresolved Programme conflicts not escalated in a timely manner.</p> <p>Unanticipated escalation in Programme costs as a result of uncontrolled changes or continuous</p>	<p>Clear definition of scope, schedule, objectives, cost, and deliverables through Service Improvement Plan, Benefits Realisation Strategy & Plan, and Customer Service Strategy.</p> <p>A Programme Plan has been developed which illustrates key activities, team, timing, milestones, and delivery of products.</p> <p>Incorporate unplanned work within Programme Plan and minimise impact on delivery of products through parallel processes when feasible</p> <p>Programme co-ordination and communication conducted in accordance with Programme governance structure</p> <p>Support resources and delivery schedule developed from robust Programme Plan and previous experience of similar Programmes</p> <p>Programme conflicts recorded in Issues Log and progressed in accordance with reporting arrangements for project team</p> <p>Escalation of Programme costs addressed through appropriate and applicable corrective actions and control measures.</p>	1	4	4 [C]	Service Managers	Head of Roads – Ayrshire Roads Alliance	Managed Risk	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
		<p>inflation of a project's scope beyond initial remit</p> <p>Unanticipated delays in Programme timescale as a result of uncontrolled changes or continuous inflation of a project's scope beyond initial remit</p> <p>Communication Strategy to engage public awareness not planned on a joint Ayrshire basis</p> <p>Priorities change on existing service delivery.</p> <p>Affordability of future service payments.</p> <p>Councils withdraw or cannot provide sufficient support, or agreed level of input is not provided resulting in Programme delays</p>	<p>Delay of Programme timescale addressed through appropriate and applicable corrective actions and control measures.</p> <p>Ensure that a robust Communication Strategy and response network is developed during planning stages of Programme which incorporates sufficient key review stages to ensure effective communication of key messages regarding deliverables and progress</p> <p>Ensure that changes on existing service delivery are communicated in accordance with the existing Service Level Agreement</p> <p>Ensure that East Ayrshire Council and South Ayrshire Council are fully aware of the budgetary implications required to meet the on-going cost of service provision, as detailed in the DBC, and have fully committed sufficient financial resources following Business Case sign-off.</p> <p>Early identification of problems, and dialogue with Council. The Ayrshire Roads Alliance is developing a module to project manage work requests received by other Service providers with East and South Ayrshire Councils.</p>							
15	Health & Safety / Risk & Insurance	Insufficient investment, resources and on-going maintenance to resolve issues identified in Health & Safety surveys of depots are on-going. This also includes ensuring security is adequate. New harbour facility was constructed along with	<p>Issues identified in Health and Safety Surveys are recorded on Issues Log along with corrective actions to rectify / bring up to the required standard.</p> <p>To ensure that Health and Safety processes are always followed, this is a standing agenda item held at monthly management meetings. In addition to a separate H&S group</p>	2	4	8 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	South Ayrshire Council continues to have ownership for and maintenance of depots/harbour within their area. Responsibility of funding the various mitigation actions identified in the Issues Log sits solely within the control of South Ayrshire Council. East Ayrshire	19/5/25

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Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
		additional fencing, gates and stillage for timber. Dredging is carried out bi-annually. Works have been completed at lifeboat station and new sheet piling to be installed along timber jetty. The Ayrshire Roads Alliance operates from and manage risk of enforcement action and penalties should HSE become involved.	that meets on a quarterly basis with the H&S Officer. Risk assessments and safe systems of work have also been developed and are in place with H&S assistance.						Council has ownership and responsibility for their depots.	
16	Development Control – Road Bonds	Inadequate coupon values of Road Bonds exposes the Roads Authority to a potential shortfall if the roads works have to be completed by them in the event that a developer defaults.	The coupon value of Road Bonds that are more than three years old are reviewed to determine their adequacy. Where a shortfall is identified, the developer will be advised to increase the value of the Road Bond held when an application is made for an extension to the Road Construction Consent (RCC), which is normally valid for three years.	2	4	8 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	If the road authority is required to complete a development road then only the cost up to the value of the Road Bond can be recovered from the provider. Any shortfall has to be met by the roads authority. A complete review of the process of delivering road bonds has been completed	19/5/25
17	Bridges and Structures	Inadequate inspection and maintenance of structures, bridges and culverts due to aging, increased live loads, cracking corrosion, environmental effects (freeze and thaw cycles) and fatigue	Rolling programme of repair, rehabilitation or replacement (for weak bridges) through Council Capital Budgets.	2	4	8 [C]	Bridges & Design Manager	Head of Roads – Ayrshire Roads Alliance	Bridges and culverts are defined as structures with a span in excess of 900mm.	19/5/25
18	Flooding	Receipt of less Grant Aided Expenditure funding than anticipated for flooding mitigation schemes administered by SEPA. Potential lack of sufficient funding for flooding mitigation schemes if cost of schemes exceeds Grant Aided Expenditure (GAE) due to Relief Events or Force Majeure.	Seek capital funding from Council(s) to bridge funding gap for flooding mitigation schemes declared in Flood Risk Management Plan.	2	4	8 [C]	Bridges & Design Manager	Head of Roads – Ayrshire Roads Alliance	The Councils have a legal duty under the Flood Risk Management (Scotland) Act 2009 to implement flooding mitigation schemes declared in the Flood Risk Management Plan. Only 80% of principal funding for flooding mitigation scheme. However increased costs due to relief events or force majeure is not funded	19/5/25
19	Financial	Potential swift decline in value of Pound Sterling due to Force Majeure or material adverse change	Mitigation measures would be put in place to prioritise front line services as detailed in the specific Business	2	4	8 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Managed Risk. The impact of the United Kingdom exit from the European Union has still to be evaluated. On-	19/5/25

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
		resulting in increased costs in terms of fuel prices, interest rates and insurance premiums.	Continuity Plans for office, depot and harbour, as applicable						going discussions with Transport Scotland, COSLA and Ayrshire Roads Alliance on the impacts on the transport network.	
20	Contractual Agreement	Potential swift decline in value of Pound Sterling followed by market volatility over the short to medium term resulting in suppliers and contractors terminating agreements due to Force Majeure or material adverse change.	Mitigation measures would be put in place to prioritise front line services as detailed in the specific Business Continuity Plans for office, depot and harbour, as applicable.	3	3	9 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Managed Risk. The impact of the United Kingdom exit from the European Union has still to be evaluated. On-going discussions with Transport Scotland, COSLA and Ayrshire Roads Alliance on the impacts on the transport network.	19/5/25
21	GDPR	The existing Data Protection Act 2018 was brought about by the General Data Protection Regulation (GDPR) which is an EU Regulation that sets out the changes that the UK will implement in a new Data Protection Act.	Follow Corporate Procedures	3	3	9 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
22	Presence of Coal Tar within the carriageway network	Coal Tar is a known material used in the construction of carriageways until the mid-80s and is now known as a carcinogen and hazardous waste material.	Reduce the level of risk by coring all works prior to design. Ensure an appropriate solution within the design is prepared which is either to retain in-situ and record presence, or remove and dispose of in accordance with current guidelines.	3	3	9 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Managed Risk; Ayrshire Roads Alliance has a duty of care to all employees in accordance with the Health and Safety at Work Act 1974, Construction Design and Management Regulations 2015 and the disposal of hazardous waste.	19/5/25
23	Service	The impact of the United Kingdom exit from the European Union	Mitigation measures are in place to prioritise front line services as detailed in the specific Business Continuity Plans for office, depot and harbour as applicable.	4	3	12 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance	Managed risk. Ongoing discussions with Transport Scotland, COSLA and Ayrshire Roads Alliance on the impacts on the transport network.	19/5/25
24	Transport	Increased cost of vehicle maintenance due to lack of investment in fleet replacement	To mitigate the risk of increased maintenance costs through lack of fleet investment a comprehensive maintenance programme is in place for all vehicles in addition to a vehicle replacement programme developed to identify the optimum life cycle for fleet.	3	3	9 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
25	Transport	Loss of operational base for any reason (Crookedholm Depot)	To mitigate the impact of the loss of the transport depot and garage, business contingency plans have been developed that highlight how and where office based staff will work in addition to the steps to ensure that	1	3	3 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
			maintenance is undertaken, which would be to activate external maintenance frameworks.							
26	Transport	Loss of public utilities for an extended time including electricity and water.	Business continuity plans are in place to allow for the whole service to continue to function in the case that utilities are lost for an extended period of time.	1	3	3 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
27	Transport	Loss of confidential information and appropriate handling of information will lead to breaches of data protection and potential significant financial penalties being incurred by the Council	All staff that handle personal details have undertaken e-learning to advise of appropriate data protection steps required and where appropriate electronic systems are in place for recording and management of personal data to avoid paper being lost or misplaced.	1	4	4 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
28	Transport	Passenger transport – late / non-attendance / vehicle breakdown by pick up vehicle – Failure of service as Service as user would miss Transport link connection / arrives late at destination activity / part activity	The delivery of passenger transport is managed on the Council's behalf by SPT. If there is an issue where there is a failure in service provision SPT would be required to organise a replacement service, working in conjunction with Officer locally within EAC.	2	2	4 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
29	Transport	Passenger transport – escort not in attendance ASN contracts / Council owned vehicles service failure. Service not able to be provided until escort arrives. Server user misses activity / part activity	Should an escort not be available H&SC services would arrange to provide another responsible individual available to ensure that the service can be delivered. In the unlikely case this cannot be accommodated, the parent would be notified and alternative arrangements made for the transport of the child to the school.	1	4	4 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
30	Transport	No driver available to deliver service due to annual leave / sickness absence. Service not able to be provided service user misses activity / part activity	Any shortage of driver would result in arranging for an alternative qualified individual within transport services to drive, or to work with Coalfield Community Transport to deliver the service.	1	3	3 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
31	Transport	Passenger transport : Emergency closure of schools and contractors unable to provide	Should schools need to close unexpectedly, all parents will be contacted to request that children are collected ASAP. Teachers will remain with children until the last one	1	4	4 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
		transport within relevant timescales -	has been collected safely by a parent.							
32	Transport	Passenger Transport: Documentation out of date risk to service users. Potentially inappropriate individuals, inappropriate vehicles used being used to provide service	Documentation is reviewed and approved on an annual basis to ensure that the correct data is held for pupils, parents, schools and transport operator information.	1	5	5 [T]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
33	Transport	Passenger Transport: Contractor unable to fulfil obligations due to bankruptcy etc. Service failure not able to be provided until alternative arrangements made. Server user misses activity / part activity	SPT manage all transport on behalf of EAC. In the case of a contractor going out of business, an alternative contractor will be sought. Where this cannot be provided, parents will be contacted and alternative arrangements may need to be made for the provision of transporting school children such as providing a mileage allowance to parents until an alternative solution can be implemented.	1	4	4 [C]	Strategic Manager	Head of Roads – Ayrshire Roads Alliance		19/5/25
34	EV Charging Tariff	Negative feedback to both authorities	On approval by Cabinets a full programme of public communication to be issued	2	3	6[R]	Strategic Manager	Head of Service Ayrshire Roads Alliance		16/2/24
35	Material Shortages and Price Increases	Steel products, timber, electrical equipment and aggregates have seen a price increase with aggregates prices falling back in the spring. This is as a result of market cost increase of raw material affecting suppliers, supply chains, shipping, transportation and Construction costs. Increased admin at UK ports due to EU Trade Cooperation has resulted in increased transportation costs, raw materials and surcharges.	Where there are problems we are working with supplier to optimise deliveries to get procure best value under the circumstances.	4	3	12 [C]	Strategic Manager	Head of Service – Ayrshire Roads Alliance	This will be under constant review with contractors.	19/5/25
36	Storage Related Risks	Theft / Damage of Stores	Risk is very low as there are many measures that have been put in place. For example – CCTV cameras, secure entry to the depots, insurance covers all depots for theft /	1	4	4 [C]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
			damage, robust store person / key holder procedures in place							
37	Ash Die Back	<p>Potential for death or injury as a result of ash dieback related accidents, both to professionals working on trees, and to the general public</p> <p>Increased safety issues due to declining ash trees on roads, owned and managed land such as in county parks, housing, estates, schools, routes to school, active travel routes and other well-used paths</p> <p>Risks to statutory functions or service delivery such as retaining safe schools, public open spaces or roads</p> <p>Risks to staff and community from trees on adjacent land falling into your estate</p>	<p>Ash Trees within the public network with a fall range will be inspected and prioritised.</p> <p>P1 Immediate Felling</p> <p>P2 Monitor and Fell if moved to P1</p> <p>P3 Monitor and Fell if moved to P1</p> <p>Private landowners will be advised of any trees within their land which could impact on the public network.</p> <p>Under Road Scotland Act 1984 ARA have the authority to pursue landowners and remove diseased trees and recharge</p>	4	3	12 [C]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25
38	Ukrainian Crisis / Middle East Crisis	Increasing cost of bitumen and the potential of short supply due to Russian sanctions and increased costs. May also result in rising fuel and delivery costs	Pre-programming with suppliers and contractors as well as monitoring through revenue period reviews.	4	3	12 [C]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25
39	Fuel - Red Diesel	No longer permitted to use red diesel within construction vehicles. This has an impact on project costs and the overall programme.	Reviewing alternative forms of fleet, however, this brings additional cost.	4	3	12 [C]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25
40	EV Charging concession contract	Failure to attract a private partner	Robust and detailed tender package to be issued through the procurement process	2	3	6[T]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25
41	Energy Costs fluctuation	Impact on revenue budgets	Robust period review of energy costs for lighting and EV chargers.	3	3	9[C]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/5/25

APPENDIX 1: AYRSHIRE ROADS ALLIANCE RISK REGISTER

Risk ID	Risk Category	Risk Description	Risk Mitigation Actions	Likelihood	Severity	Risk Rating after Mitigation measures	Responsible for managing the risk	Risk Owner	Additional Comments	Date of last review
42	Land acquisition and other legal resource requirement	Lack of available resources resulting in delays to projects	Triage projects at regular update meetings. Consider outsourcing Legal work.	4	3	12 [T&R]	Strategic Manager	Head of Service Ayrshire Roads Alliance		19/05/25
43	Procurement	Scotland Excel Contract Framework delays	Review alternative Frameworks to procure Material and Services	5	3	15 [C]	Service Managers	Head of Roads – Ayrshire Roads Alliance	Alternative Framework documentation would be significantly different from SXL. Additional staff time may be require to complete.	19/5/25
44	United States Trade Agreement	This is as a result of market cost increase of raw material affecting suppliers, supply chains, shipping, transportation and Construction costs.	Where there are problems we are working with supplier to optimise deliveries to get procure best value under the circumstances.	4	3	12 [C]	Strategic Manager	Head of Service – Ayrshire Roads Alliance	This will be under constant review with contractors.	19/5/25

AYRSHIRE SHARED SERVICE JOINT COMMITTEE

Agenda Item 7

06 June 2025

Report by the Head of Ayrshire Roads Alliance**SUBJECT: ROADWORKS PROGRAMME 2025/26****Purpose of report**

1. The purpose of this report is to advise the Joint Committee on the progress of work through the roads improvement programmes within East Ayrshire and South Ayrshire for financial year 2025 to 2026.

Recommendations

2. It is recommended that Joint Committee:
 - (i) Notes, the Ayrshire Roads Alliance programmed works 2025/26
 - (ii) Otherwise, notes the contents of this Report.

Background

3. The budget allocation for East and South Ayrshire Councils Roads Investment Programme for FY 2025/26 can be seen in tables 1 and 2 below respectively.

Table 1: East Ayrshire Council Roads Investment Programme 2025/26

Programme Area	Budget (£m)
Carriageway Resurfacing	2.305
Footway Resurfacing	0.150
Street Lighting	0.215
Traffic & Transportation incl. road safety	0.330
Active Travel	0.050
School Streets	0.050
Bridge and Culvert Strengthening (incl. road slips)	3.500
Car Parks incl. Multi-storey demolition	0.820
Fleet	0.600
Total	£8.020
External Funding (Confirmed)	
SPT – Behaviour Change	£0.385
Transport Scotland – Behaviour Change	£0.116
ATIF - Tier 1	£0.758
Developer Contributions/Route Action Plans	£0.396
SG – EV Infrastructure Fund	£2.800
Total	£4.455

External Funding (To be Confirmed)	
Sustrans – Annick Valley Stage 2	£0.175 (Tbc.)
ATIF Tier 2 - Design	£2.405 (Tbc.)
Road Safety Improvement Fund	£0.270 (Tbc)
SPT General Bus Infrastructure	£0.270 (Tbc)
Total	£3.120 (Tbc.)

Table 2: South Ayrshire Council Roads Investment Programme 2025/26

Programme Area	Budget (£m)
Carriageway & Footway Resurfacing	1.581
Street Lighting	0.150
Bridges Capital	0.881
Millennium and Craigholm Bridges	0.145
C12 Dunure slope stabilisation	0.130
Vehicle restraint barriers	0.073
Cattle grid renewal	0.033
Girvan Harbour Jetty repairs	0.504
Local Flood Risk Plan	0.153
Ayr Depot	0.250
Climate Changes St Ninians Park	0.255
EV Charging Infrastructure	0.281
Total	£4.436
External Funding (Confirmed)	
SPT – Behaviour Change	£0.170
Transport Scotland	£0.116
Tier 1 – Active Travel Funding	£0.737
ATIF–Tier 2(Dundonald – Barassie)	£2.500
Ayrshire Growth Deal	£0.857
Levelling Up Fund (Active Travel)	£4.000
Total	£8.380
External Funding (To be Confirmed)	
Levelling Up Fund (Burns Statue)	£15.000 (Tbc.
Sustrans	£2.788 (Tbc.)
ATIF Tier 2 - Design	£1.626 (Tbc.)
Road Safety Improvement Fund	£0.270 (Tbc.)
SPT – Bus Infrastructure Improvements	£0.100 (Tbc.)
Total	£18.870 (Tbc.)

Note: Several funding applications have still to be confirmed. The affected areas of potential funding are denoted by the use of “£Tbc.” in Tables 1 and 2 above.

Main report/main issues

4. Surfacing programmes for FY 2025/26 are contained within Appendices One and Two.

Capital Resurfacing

5. In East Ayrshire 1% of the carriageway resurfacing programme has been completed with some delays with the programming of the remaining works due to the need to re-tender the contract for coal tar testing which must be carried out ahead of any works. It is anticipated that this new testing contract will be issued within the next month which will allow works to be programmed and completed before the end of the financial year.
6. In South Ayrshire we have completed 20% of the carriageway programme with an anticipated completion date of October 2025. Footway resurfacing programme commences in September 2025 and with an anticipated completion date of November 2025. There has been several carriageways and footways that have tested positive for coal tar which required additional control measures to be put in place. Some locations identified for 2025/26 have been carried forward and rescheduled to 2026/27 programme.

East Ayrshire Council residential road and footway repairs (Additional Revenue Funding)

7. At Cabinet on 13 March 2025, East Ayrshire Members Initiatives approved £800k revenue funding for residential and footway repairs with locations identified detailed within Appendix 2 of this report.

South Ayrshire Council Ward Investment Programme 2025/26

8. Officers within our engineering disciplines continue to develop work schemes identified by Ward Members under the South Ayrshire Council Ward Investment Programme for 2025/26 as detailed within Appendix 4 of the report. Note: Sites will be further added as discussions progress with Officers and Ward Members.

Timber Transport

9. Two grant funded locations in South Ayrshire for 2024/25 are now complete.
10. 5no. locations in the East and 2no. locations in the South were submitted by Officers for Timber Transport funding. All have been ranked just below the threshold limits and consequently were unsuccessful to secure funding for 2025/26. A meeting will be arranged to review our application process for when the window opens for 2026/27 applications.

Street Lighting

11. Street lighting column and cable replacement programme of works which incorporates LED lanterns is detailed in Appendix 1 and 2.
12. Ayrshire Roads Alliance is actively exploring alternative procurement routes due to a further delay of Scotland Excel Street Lighting Material Framework which is hampering the completion of the LED project in the East.

Electric Vehicle Infrastructure

13. The Electric Vehicle Infrastructure Fund (EVIF) programme with the number of public chargers installed to date is listed within Appendix 3 for South and East Ayrshire respectively.
14. East Ayrshire Council is the lead authority for the PAN Ayrshire Public Electric Vehicle Charging Strategy. The project has secured a grant of £2.8million and work continues on the procurement phase. Following the previously approved business case, further papers have been presented to the cabinet regarding the introduction of an EV charging tariff, which has been implemented across all three Ayrshires as of 1st January 2025. A further increase to tariff will be implemented on 1st July 2025. This tariff aims to establish a sustainable funding model and attract private investment.
15. Work continues on the tender documentation for the Pan Ayrshire concession contract with the appointment of Mott MacDonald as consultants to assist with the collation of the relevant documents required for tender. The Single Procurement Document (SPD) was issued on 3rd March 2025 for the initial stage of tendering, followed which we received numerous bids. The evaluation is currently ongoing, with the Invitation to Tender (ITT) to be published in June 2025 for the shortlisted bidders, followed by contract award in October 2025.
16. All Rapid Chargers are required under the Public Charge point regulations 2023 legislation to be able to accept contactless payment by 24th November 2024. Ayrshire Roads Alliance has secured funding from Transport Scotland Contactless Compliance Grant Funding to replace/activate/retrofit eligible CPS rapid chargers to incorporate contactless payment. Works have been carried out to replace the non-compatible units and to activate contactless terminals on compatible rapid chargers.
17. Replacement of 22kW charger at Troon Swimming Pool is approved by SAC to come from their capital fund. Replacement of 50kW chargers at Burns Statue Square, Ayr and Girvan Harbour are funded by the Contactless Compliance Funding.

Structures

18. Land acquisition and/or access agreements alongside environmental license requirements continue to cause delays to a number of projects. ARA are working closely with EAC Legal/Estates and relevant stakeholders to progress these issues.
19. Appendix 2 details East Ayrshire Council Bridges Capital programme for 2025/26. Seven works contracts are near tender ready.
20. A Consultant has been appointed to carry out Principal Inspections on 437 EAC structures. These are ongoing and should be complete by end of May 2025. The internal Principal Inspection program for 2025 is underway.

21. A713 Polnessan Upper Bridge - ARA have erected temporary traffic signals due to subsidence in the carriageway. Traffic lights will remain in place until the slope has been stabilised. There has been some disruption to Windfarms and Sub-stations in the area and ARA working closely with developers to find alternative routes for their abnormal load movements. A consultant has been appointed and discussions are ongoing regarding a permanent solution.
22. B741 Coal Glen Embankments works have been awarded; however, the works have been postponed due to issues with a 132kV SPEN cable in the carriageway. ARA are in ongoing discussions with SPEN, the contractor, legal services and insurance to find a solution, works are now not likely to be completed until 2025/26.
23. B713 near Sorn road slip sheet piling works are ongoing. Works going well, programmed to be complete beginning of July 2025
24. ARA are working with EAC Legal/Estates to acquire land at West Clerkland Bridge through a Compulsory Purchase Order. The bridge has been shut to vehicular traffic since 2012 and shut to both pedestrians and vehicular traffic since 2021.
25. 3no. bridges on the A71 between the Bellfield Interchange and Moorfield Roundabout need replacement expansion joints. A consultant was appointed to explore options in removing the joints and making the structures semi/fully integral. It has been decided that in the meantime 2 joints that are repeatedly failing will be replaced with asphaltic plug joints.
26. B730/10 Littlemill Bridge land acquisition complete after years of negotiation. Tender documents to be reviewed and works put out to tender with a view to start on site in Spring 26.
27. The South Pier Quay at Girvan Harbour has been assessed to have a load carrying capacity of 0.5 tonnes per square metre. Following dive surveys undertaken earlier this year the option chosen to extend the life of the structure is steel plate repairs to the existing sheet piles and grouting of the voids. All technical contract documentation has been completed and the tender process is ongoing. It is anticipated that tenders will be issued in June with works commencing on site in August/September.
28. The detailed design of the Girvan Harbour Timber Jetty works are progressing again now that the South Pier Quay design work has been completed. Submission of the contract documentation for review is expected in July 2025 followed by the tender process in August 2025 led by East Ayrshire Council procurement.
29. The A79/30 Victoria Bridge Concrete Repairs and Painting on site work is currently paused. The Marine Licence 28 day consultation process is ongoing

and will be concluded on the 21st May 2025. It is expected that determination of the Marine Licence will take place soon afterwards, allowing the work to continue.

30. Girvan Harbour dredging. Funding has been secured from SAC to carry out the first phase of dredging in 2025/26 to re-establish full operational status for the RNLI lifeboat. Dredging will be carried out in two areas to ensure the RNLI lifeboat can operate at all tides. Area 1 is in the main channel where a 15m wide x 181m long dredge will take place to 1.5m below chart datum. Area 2 is at the RNLI Pontoon where a 15m wide x 43m long dredge will take place to 1.5m below chart datum. All dredge material will be taken on shore and disposed at landfill. Discussions are ongoing with SEPA and Marine Scotland to establish if any works can be carried out prior to the end of the bathing restrictions in mid September.
31. Ayr South Pier. In May 2022 ARA and South Ayrshire Council agreed a procedure for the inspection of Ayr South Pier as there did not appear to be an inspection regime in place for this significant piece of Ayr Common Good infrastructure. A key element of the procedure is that :

“South Ayrshire Council, Asset Management and Community Asset Transfer – Housing, Operations and Development Directorate are the owner of the asset, responsible for liaison with the Ayrshire Roads Alliance and funding / carrying out repairs”
32. A key type of inspection detailed in the procedure is underwater inspection by divers and to this end a 2024/25 Business Case submitted for Capital funding to employ a consultant to carry out an underwater dive survey and structural assessment was submitted. This was not accepted as the asset was Ayr Common Good. A dive survey and assessment requires to be carried out soon and we need to find a way of making this happen. No alternative method of funding has been identified which is a matter of concern.
33. On the 3rd February 2025 a sink hole was reported which had developed at the land end of the South Pier in a verge area. Emergency repairs were required immediately and follow up repairs are needed highlighting the importance of a dive survey and assessment. Funding is being sought for this.

Traffic & Transportation

34. Active Travel Infrastructure Tier 1 grant funding has been received from Transport Scotland. Active Travel projects using the Tier 1 funding is currently in development, and will be implemented over the course of the current financial year.
35. There was a reported underspend in EAC of £170k in 24/25 which has been carried forward and the associated delayed projects have been included in this years project list contained in Appendix 2.
36. Confirmation of the Road Safety Improvement Fund grant allocations is pending but it is anticipated that this years allocation for EAC will be in the region of £300k

and for SAC £219k. Schemes are currently being identified and prioritised and the schemes listed in the appendices may be subject to change pending Transport Scotland approval.

37. The Kilmarnock Bus Station refurbishment programme is now complete and a new cleaning and inspection regime has been implemented. Additional funding has been allocated this year for upgrades to Cumnock Bus Station which include changes to materials and the installation of a public address system.

Ayrshire Growth Deal (AGD) Roads Projects

38. The three Ayrshire Councils have worked in partnership with other agencies, communities and businesses to secure the first Regional Growth Deal in Scotland. This will see £251.5 million of investment in key assets and key sectors across Ayrshire.
39. There are currently no transport projects within the Ayrshire Growth Deal proposed for East Ayrshire Council however the Ayrshire Roads Alliance recognise the strategic importance of Bellfield Interchange and will continue to work with colleagues to secure the improvements required.
40. By carrying out extensive modelling of the existing road network around Glasgow Prestwick Airport/Ayrshire Growth Deal cluster and building on the LDP2 no net detriment approach the Ayrshire Roads Alliance was able to stress-test the road network and identify the following improvements which will reduce peak congestion, build capacity into the network to facilitate future growth, improve road safety and journey time reliability.

Project	Location
1	Sandyford Toll Roundabout capacity improvements
2	Dutch House Roundabout capacity improvements
3	Monktonhead Roundabout capacity improvements
4	A79/Station Road Roundabout capacity improvements
5	Shawfarm Road Roundabout capacity improvements
6	Shaw Road/Shawfarm Road junction re-alignment/improvements
7	Active Travel links from existing network to AGD Commercial Build
8	Public Transport Infrastructure improvements

41. Project 7 & 8 compliment the project currently being progressed under the de-carbonisation of the road network being developed by the Ayrshire Roads Alliance and funded by the successful Levelling Up Fund round 3 award.
42. A Case for Change has been submitted to Scottish & UK Governments seeking approval of the changes noted above and also the Prestwick Proposition, the Ayrshire Roads Alliance will assist in the delivery of all these projects for South Ayrshire Council.

Levelling Up Fund

43. South Ayrshire Council successfully secured £20million of funding from the Levelling Up Fund (LUF) round 3, £16million of this funding will be utilised to redevelop Burns Statue Square with the remaining £4million allocated to Active Travel. East Ayrshire Council were unsuccessful in securing funding in round 3 to improve the Bellfield Interchange.
44. Burns Statue Square is a key initiative emerging from the Town Centre Framework, it is a priority project to support placemaking and make the town a more successful place to live, work, visit and enjoy. The project's purpose is to reshape the southern entrance to the town centre as a new attractive and appealing gateway, involving rationalisation/ realignment of road carriageways to create opportunity for more useable, connected, pedestrian friendly, high quality public realm space and arrival point.

The Ayrshire Roads Alliance procurement are exploring the potential of using the SCAPE Framework to direct appoint Balfour Beattie to deliver the project on a Design & Build basis due to the fixed budget and completion deadline of 31st March 2027.

45. The Ayrshire Roads Alliance will construct a new Active Travel Route linking Dundonald to Barassie Station & improve the existing NCN7 from Prestwick to Barassie railway stations. These improvements, which are being funded by Active Travel Infrastructure Tier 2 funding will compliment further active travel routes which will be delivered as part of the Ayrshire Growth Deal.

Active Travel

46. ARA submitted several applications to the Active Travel Infrastructure Fund 2025/26, £5.7m of construction funding in East Ayrshire & £2.878m of construction funding in South Ayrshire was unsuccessful. We await a decision on the remaining applications for design funding.
47. A total of £787,000 has been secured for SPT & TS to deliver a behaviour change programme in both South & East Ayrshire, projects including the re-establishment of the Active Travel Hub in South Ayrshire, phase 1 construction of an active travel innovation centre in East Ayrshire and support to the Cumnock EV Car share project.

Ash Dieback

48. Following reports to Cabinets in East Ayrshire and South Ayrshire, surveys and works are ongoing with 28-day notices being issued to owners and any objections received referred to legal service. A detailed update report will be presented to Joint Committee later in the year.

Implications

49.

Implications	Yes	No	Paragraph number in report
1. Policy/Strategic Planning	x		50 & 51
2. Governance	x		52
3. Human Resources	x		53
4. Equality and Fairer Scotland Duty		x	54
5. Financial	x		3, 55 & Appendix 1, 2 and 4
6. Risk	x		56 & 57
7. Community Wealth Building	x		58
8. Net Zero	x		59

Policy/strategic planning implications

50. A well-maintained road network will contribute to achieving the 2015-2030 Community Plan objectives and associated 2021-2024 Delivery Plans
51. The matters referred to in this report contribute to Priority 1 of the South Ayrshire Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

Governance implications

52. By virtue of the relevant statutory provisions, principally detailed within the Roads (Scotland) Act 1984, the Council as local roads authority is required to manage and maintain all publicly adopted roads within its area other than those which are maintained and managed by the Scottish Ministers.

Human resources implications

53. The work programmes have direct impact on human resources and the Alliance will ensure all works are suitably resourced to maintain satisfactory progress.

Equality impact and Fairer Scotland duty implications

54. Equality Impact and Fairer Scotland Duty screening assessments will be undertaken annually as required during the planning stage prior to the delivery of the programme of works.

Financial implications

55. The Ayrshire Roads Alliance will deliver the strategic and local services as stated in the Service Plan. The budget is provided by East Ayrshire Council, South

Ayrshire Council, and other external organisations. Appropriate scrutiny arrangements are in place to manage these budgets.

Risk implications

56. The Ayrshire Roads Alliance Risk Register is reviewed and presented at every Joint Committee.
57. The Works Programmes, Service Plan and the Risk Register do not expose either Council to an increased risk as they have been developed from existing budgets and existing service commitment.

Community Wealth Building implications

58. The works programme provides economic levers to develop resilient, inclusive local economies with more local spend and fair employment, as well as ensuring that wealth is more locally owned and benefits local people.

Net zero implications

59. The Ayrshire Roads Alliance Service Plan and Carbon Strategy supports and links to East Ayrshire Climate Strategy Themes

Theme 2: Transport

Theme 4: Natural Environment

Appendices

Appendix 1 - South Ayrshire Council Programme of Works 2024/26

Appendix 2 - East Ayrshire Council Programme of Works 2025/26

Appendix 3 – EV Public Chargers

Appendix 4 - South Ayrshire Council Ward Investment Programme 2025/26

Background papers

- East Ayrshire Council – 2025/26 Road Asset Management Plan. Investment and Programme
- South Ayrshire Council – Road Improvement Plan 2025 - 2026

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Appendix 1

South Ayrshire Council – Programme of Works 2024/26

Ayrshire Roads Alliance - Carriageway Structural Maintenance Programme over two years 2024 to 2026

[Works carried forward from 2023/24]

Route No	Town	Road Name	Works Description	Scheme Score	Estimated Cost	Cost to Date	Variance +/-	Comments
B734	Old Dailly	Barr Old Dailly	Old Dailly to Penkill + drainage improvements	N/A	£150,813	£163,932	-£13,119	Complete
B7035	By Girvan	Glendoune Houdston Road (Coalpots)	Braetoll South + S Power shut down	N/A	£200,000	£206,251	-£6,251	Complete
B743	By Mossblown	Ayr / Mossblown?	West from Brocklehill Farm	53	£249,002	£249,239	-£237	Complete
C37	Auchincruive	Barrackhall Gibbysyard		48	£123,861	123,873	-£12	Complete
Uncl	Tarbolton	Springfield Road	Garden Street to No 50	46	£54,275	£53,851	+£424	Complete
B742	By Coylton	B742 Council Boundary - A70/Hillhead, Coylton	By Holebogs, S bend	59	£445,000	£440,506	+£4,494	Complete
B742	By Coylton	B742 Council Boundary - A70/Hillhead, Coylton	From A70 at Hillhead south to C21 Craigs Road junction	56				
B742	By Coylton	B742 A70 Hillhead - B744 Jcn N Of Annbank, Coylton	From Meadowhead Depot entrance south-wards	55				Complete
B742	By Coylton	B742 A70 Hillhead - B744 Jcn N Of Annbank, Coylton	Bridge of Coyle to C2	52				
B744	Annbank	Weston Brae	Full Length	53	£152,000	£207,822	-£55,822	Complete
B744	Annbank	Browns Crescent Weston Avenue	Full Length Craighall Way to 101 Weston Avenue	53 56				
U77	By Coylton	Hole Road	Full Length	46	£82,867	£83,064	-£197	Complete
B7023	Maybole	Crosshill Road	Full Length	56	£74,687	£72,215	+£2,472	Complete
B7023	Maybole	St Cuthbert's Road	Full Length	53	£30,669	£41,792	-£11,123	Complete
B7024	Maybole	Alloway Road	Redbrae to Bypass	51	£55,922	£96,288	-£40,366	Complete

Official

C122	By Maybole	C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole	School to new Bypass Ladycross to new Bypass	50	£58,095	£58,097	-£2	Complete
B7023	Maybole	Ballochbroe to Crosshill	Dalhowan to C58		£275,435	£362,350	-£86,915	Complete
A719 PH 2	By Maidens By Dunure	Pennyglen/B7023 - Kirkoswald Road/Maidens, Maidens A719 Smithy Bridge/Dunure - Croy Brae, Dunure	B7023 Enoch Lodge -Caravan Park Cemetery to Drumshang	67	£281,669	£326,746	-£45,077	Complete
A719 PH 1	By Maidens	Pennyglen/B7023 - Kirkoswald Rd & Turnberry Rd /Maidens, Turnberry	Morrison Farm to Jct Blawearie Maidens to Turnberry	56	£441,666	£540,857	-£99,191	Complete
Uncl	Maybole	Ashgrove Avenue	Full Length		£88,954	£102,985	-£14,031	Complete

Ayrshire Roads Alliance - Carriageway Structural Maintenance Programme – New Sites identified for 2024 to 2026

B749	Troon	Monktonhill Road	Southwood jct to Isle of Pin	59	£210,000	£265,328	-£55,328	Complete. after excavation, additional material was required to regulate due to sand & soft spots localised to lots of areas in Troon
B749	Troon	Craigend Road	Fullarton Drive railway bridge to South Beach	48	£167,500	£201,706	-£34,206	Complete Overspend same as Monktonhill Rd

Official

B749	Troon	South Beach	Lochend Road to Academy Street jct	54	£200,000	£307,540	-£107,540	Complete. Overspend same as Monktonhill and Craigend.
C44	Dailly	Dailly to Turnberry	Farden 500m towards Drummock	39	£112,560	£71,137	+£41,422	Complete
B7027	Barr	Knowe Road	Lochtonmill southwards		£63,000	£53,406.44	+£9,593	Complete
B734	Colmonell	Colmonell to the A77			£106,560	£150,273	-£43,713	Complete
B7023	Maybole	C58 to Cemetary			£297,606	£271,503	+£26,102	Complete
A70	Coylton	Joppa	Hole Road jct to Pharmacy	35	£179,321	£155,377	+£23,944	Complete
C39	Ayr	Doonholm Road	Alloway to The Loaning	43				
C145	Ayr	Hillfoot Road	Holmston Rd to Holmston Dr	54	£91,875	£123,733	-£31,858	Complete
Uncl	Maybole	Queens Terrace/Chesney Grove/Kincraig Avenue	Full Road	33 33	£166,275	£174,448	-£8,173	Complete
Uncl	Maybole	Cargill Road	Full Road	47	£46,900	£48,224	-£1,324	Complete
C1 (STTS)	Straiton	Newton Stewart Road	U8 towards Straiton to U57	44	£120,400	£119,293	+£1,107	Complete
B7045 (STTS)	Maybole	Cassilis to Kirkmichael Rd	Crorieshill Farm northwards for 360m	44	£46,750	£51,700	-£4,950	Complete
Uncl	Ayr	Saltpans Road	North from Glebe Road	46	£112,249	£118,940	-£6,691	Complete
Uncl	Prestwick	Morris Road	Full Road	43	£55,000	£107,345	-£52,345	Complete (positive for coal tar increased costs)
Uncl	Ayr	Green Street	Waggon Road to Crown Street	42	£130,000	£214,584	-£84,584	Complete (positive for coal tar increased costs)
Uncl	Prestwick	Craigie Street	Full length	39	£30,000	£36,725	-£6,725	Complete

Official

B744	By Annbank	B744 Belston/A70 - Weston Avenue/Annbank, Ayr	Auchincruive Junction to Glenview	52	£120,000	£139,872	-£19,872	Complete
B742	By Maybole	Dalrymple to Barnford Farm	Dalrymple Road	46	£130,000	£138,058	-£8,058	Complete
Uncl	Maybole	Hicks Avenue	Full cway & fway	30	£104,000	£133,263	-£29,263	Complete Increased estimate due to combining footway, kerbing, carriageway resurfacing
C59	Colmonell	Craigneil Road	B734 to Bridge		£67,000	£53,129	+£13,871	Complete
Uncl	Ayr	Peggieshill (PH1)	Dalmilling Rd to Nursery Rd	44	£92,000	£99,038	-£7,038	Complete
Uncl	Ayr	Kincaidston (PH1)	Marigold Sq to Honeysuckle Park	52	£185,000	£181,768	+£3,232	Complete
Uncl	Girvan	Louisa Drive	Knockcushion St to Duncan St		£103,640	£91,410	+£12,230	Complete
Uncl	Ayr	Peggieshill Rd (PH2)	Nursery Rd to Fenwickland Ave	44	£100,000	£33,739		Complete Awaiting final measure
C74	By Ayr	MacNairston Rd	C105 to B742 junction	52	£97,608	£22,467		Complete Awaiting final measure
B742	By Maybole	Nether Culzean Dalrymple Rd	Barnford farm to Nether Culzean	42	£135,000	£20,084		Complete Awaiting final measure
Uncl	Ayr	Ellisland Square (Contains Coal Tar)	Full Length	42	£125,000			2 nd -13 th June '25
Uncl	Ayr	Kincaidston Drive (PH2)	Honeysuckle Park to Dalmellington Rd	52	£300,000			30 th June – 25 th July '25
	Mossblown	Sandyford Road	From a point 180 metres east of A719 junction eastwards for 680m	53	£140,700			19 th – 30 th May '25
Uncl	Ayr	Dalmilling Road (Contains Coal Tar)	Harthall to Mainholm Rd	37	£275,000			28 th July – 16 th Aug '25
Uncl	Prestwick	Bellevue Road (TO BE TESTED)	From Main Street to Adamton Road		£38,039			8 th Sept – 3 rd Oct '25
Uncl	Girvan	Todd Street (TO BE TESTED)	Full length	31	£32,894			28 th July – 8 th Aug '25
Uncl	Girvan	Fauldribbon Road (TO BE TESTED)	Full length	34	£31,813			11 th -22 nd Aug '25
Uncl	Girvan	B741 Linfern Road (TO BE TESTED)	NO.79 to no.3 near Main Street	29	£100,517			22 nd Sept – 6 th Oct '25
Uncl	Maybole	Carrick Street (TO BE TESTED)	Ladyland Rd to B77	33	£26,130			25 th Aug – 8 th Sept '25

Uncl	Maybole	Wellington Street (TO BE TESTED)	Ladyland Rd to Carrick St	30	£18,090			1 st -15 th Sept '25
Uncl	Maybole	Manse Street (TO BE TESTED)	Drumellan St to Abbott St		£20,100			8 th -22 nd Sept '25
Uncl	Girvan	Hamilton Street (TO BE TESTED)	Church Sq to Bridge St	46	£49,655.55			13 th -24 th Oct '25
Uncl	Ayr	Chapel Park Road	Full length	40	£55,984			2026/27
Uncl	Prestwick	St Cuthbert's Rd	St Andrew's Ave to Kirklandholm		£38,587			2026/27

Ayrshire Roads Alliance - Footway Structural Maintenance Programme over two years 2024 to 2026
[Works carried forward from 2023/24]

C17	Tarbolton	Westport	Footway North side	28	£17,370	£24,984	-£7,644	Complete
Uncl	Prestwick	Hunters Avenue	South from Heathfield Road, west side	23	£7,500	£5,393	+£2,107	Complete
Uncl	Troon	Morven Drive	Cessnock Rd to Dundonald Rd (Northside)		£15,072	£28,820	-£13,748	Complete
C151	Dailly	Woodside	Both sides from Back St and Hadyard Terr	30	£20,400	£17,147	+£3,253	Complete
Uncl	Crosshill	Newton Street	Church Side of road	30	£15,795	£14,440	+£1,355	Complete
Uncl	Dailly	Hadyard Terrace	Inside footway + part outer section	28	£54,400	£20,110	+£34,290	Complete

Ayrshire Roads Alliance - Footway Structural Maintenance Programme – sites identified for 2024 to 2026

Uncl	Mossblown	Martin Avenue	Mossblown	28	£28,300	£30,829	-£2,529	Complete
B744	Annbank	Weston Brae	Full Length	28	£10,700	£5,761	+£4,939	Complete
B730	Dundonald	Drybridge Road	Bowling Green to Kilnford Dr	28	£19,223			18 TH Aug – 5 th Sept '25
Uncl	Ayr	Bellevue Crescent	Full Length	34	£37,800			TBC - tree inspection required
Uncl	Maidens	Ardlochan Road	Full Length	30	£21,000			24 th -31 st Oct '25
Uncl	Dailly	Church Crecent	Odd numbers full length	30	£16,800			3 rd -21 st Nov '25

Ayrshire Roads Alliance - Footway Structural Maintenance Programme – sites identified for future budget allocation

B743	Mossblown	Mauchline Road	Fourways to railway bridge north side	28	£15,300			2026/27
Uncl	Ayr	Lochpark	Slab replacement	23	£20,425			2026/27

Ayrshire Roads Alliance - Lighting Programme 2025/26

Town	Location	Work Type	No of columns	Estimated Programme Cost	Comments	Variance +/-
Ayr	Ayr - Old Hillfoot Road, Hillfoot Crescent & Souter Place	Old steel columns & unreliable 5th Core	5	£30,000	Remedial works to complete	
Ayr	Cunningham Crescent & Area	Unreliable 5th Core Supplies	16	£40,000	Final Measure to complete	
Troon	Concrete Column Replacements Ph3	Old deteriorated concrete columns	43	£55,000		
				£125,000		

Ayrshire Roads Alliance - Traffic, Transportation and Road Safety Programmes 2025/26
(i) Road Safety Programme

Town/Route	Location	Proposed Scheme	Progress
Various	Various locations	Various schemes (TBC), anticipated to include: <ul style="list-style-type: none"> Route Action Plan for the B743 at St Quivox; B743 review at Failford Bridge; Speed reduction measures at Coalpots Road at The Avenue; Bradán Road, Troon – enhanced crossing points; 	Development of a finalised programme for the current financial year will follow confirmation of any grant award from Transport Scotland's Road Safety Improvement Fund (RSIF).

		<ul style="list-style-type: none"> Road Safety scheme, Links Road, Prestwick. 	
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(ii) Safer Neighborhoods

Town	Location	Proposed Scheme	Progress
Phase 4 20mph schemes	Various roads (TBC)	20mph speed limit schemes	Discussion with SAC required to identify appropriate settlements for inclusion in Phase 4.
Various	Various locations	Vehicle activated signs upgrade	Pending implementation of new contract, and extents of upgrades will be subject to budget.

(iii) Rural Route Action Plans

Route	Location	Proposed Scheme	Progress
B743	Between the A77(T) and Auchincruive (St Quivox)	TBC	Listed under RSIF schemes above – subject to confirmation of funding.

(iv) Active Travel Infrastructure – ATIF & Sustrans

Town	Location	Proposed Scheme	Progress
Various	Various locations	<ul style="list-style-type: none"> Various smaller schemes under Tier 1 funding, details TBC. 	The ARA are currently developing a package of schemes to be progressed during the current financial year making use of the Tier 1 grant award.
Loans	From Buchan Road to the A759	Loans to Troon Phase 3	Funding application unsuccessful, new application submitted to ATIF for 2025/26
Loans	From Dundonald Road to Buchan Road	Loans to Troon Phase 2	£24,500 received to install permanent monitoring equipment
Dundonald	To the northern side of the A759	Dundonald to Barassie Phase 1	Award received to treat Japanese Knotweed on-site, full construction

			funding application submitted to ATIF for 2025/26.
Various	Various	Various	Funding application unsuccessful, new application submitted to ATIF for 2025/26
Girvan	Quay to Grangeston	Girvan to Grangeston	£27,378 received to complete RIBA Stage 1,
Ayr	Town Centre	Accessible Ayr	£778,780 received to complete RIBA Stage 4 of Route 1 Phase 1
Ayr-Girvan	Ayr to Girvan	Culzean Way	£47,755 received to complete RIBA Stage 1
Coylton	Coylton Primary	Access for All – Coylton	£27,378 received to install permanent monitoring equipment
Ayr, Prestwick & Troon	NCN7	NCN Barrier Removal	£113,500 received to remove barriers from the NCN7 in Ayr Prestwick & Troon to make the route inclusive.
Prestwick, Troon & Barassie	NCN7 from Prestick Station to A759 Barassie	Prestwick to Barassie	£82,979 received to complete RIBA Stage 2
Dundonald	Junction of A759/B730	Dundonald Cross	£80,000 received to install signals at the junction of the A759/B730

Ayrshire Roads Alliance - Structures Capital Programme 2025/26 [Includes works carried forward from 2023/24/25]

Description	Work Type	Estimated Programme Cost	Comments	Variance +/-
A79-30	Victoria Bridge Concrete Repairs and Painting	£432,776	Ongoing	-£432,776
A79-40	John Street, Ayr, Railway Bridge Parapets	£362,000	Design Phase.	-£294,580
FB.AYR-70	River Doon Cycleway Footbridge (Millenium Br) Refurbishment	£145,000	Design Phase	-£145,000
U740-10	Barbieston Bridge Replacement Design	£86,820.00	Design Phase 50% - 50% EAC / SAC funded project as this is a boundary bridge.	-£86,820.00
Various Locations	Vehicle Restraint Barrier Renewal	£50,000	Design Phase	+£50,000
Various Locations	Cattle Grid Renewal Programme	£33,600	Design Phase	£-33,600

C12 Dunure	Station Road Dunure, Slope Stabilisation	£130,000	Design Ongoing, Construction Planned 2023/24. A 70m long gravity retaining wall option has been selected as the most optimum solution. Detailed design and contract preparation is currently underway, however the capital budget currently available for this project is insufficient for the proposed solution. An additional funding solution has been identified but has not been presented to or approved by SAC Panel.	-£130,000
Girvan Harbour	Girvan Harbour South Pier Repairs	£136,000	<p>The South Pier Quay has been assessed to have a load carrying capacity of 0.5 tonnes per square metre. Following dive surveys undertaken earlier this year the option chosen to extend the life of the structure is steel plate repairs to the existing sheet piles and grouting of the voids.</p> <p>Completion and submission of the contract documentation was delayed in order that the significant damage caused to the South Pier Quay by the Q-Varl boat, when it broke its moorings in a storm, could be assessed and any repairs required could be included in the contract documents. The contract documentation has been completed and it is anticipated that tenders will be issued in June with works commencing on site in August/September 2025.</p>	-£120,759
Girvan Harbour	Girvan Harbour Timber Jetty Sheet Piles	£504,887	The sediment transfer model has been completed including options to deal with the defective sheet piling. The recommended option is to remove all existing sheet piling then replace only that on the curved section from the lifeboat station. The design and contract preparation is progressing on this basis and is programmed to be completed by July with the tender process commencing in August 2025.	-£504,887
		£1,881,083		

Appendix 2

East Ayrshire Council

Ayrshire Roads Alliance – Carriageway Structural Maintenance Programme 2025/26 incl works carried over from 2024/25

ROAD	LOCATION	Estimated Cost	Cost to Date	variance +/-	Comment
A71 Dual Carriageway	From Moorfield Roundabout – Target Worst Sections	£300,000.00			Programmed to commence on 02/08/25
A736/U20 Junction Contribution to North Ayrshire to complete EAC section	Junction Contribution to North Ayrshire to complete EAC section	£15,000.00			To be programmed
A735	From Lochridge House North Entrance to Windmill factory Farm	£182,354.25			To be programmed
A735 Rigg Street Stewarton	From B778 to Brown Street	£60,606.00			To be programmed
B7046 Skares	From Junction Newfield Rd to Recycling Centre Additional section into Skares	£116,000.00			Programmed to commence on 16/06/25
B769 Stewarton	From Stewarton to North Ayrshire Boundary	£219,375.00			To be programmed
B743 Mauchline High Street	From A76 to Loans (School)	£52,680.60			To be programmed
B7037 Titchfield Street Galston	From Mini Roundabout to Orchard Street	£97,500.00			To be programmed
B7038 Kilmarnock Campbell Street	From: Fire Station AC / To: Willock Street	£41,595.40			To be programmed
C3 Barskimming Road Mauchline	From Loudoun Street to Station Road	£74,074.00			To be programmed
C108 Stewarton	From Greensland to Boundary	£114,750.00			To be programmed
C22 Coal Road Auchinleck	From Railway bridge to Barbieston Road	£35,612.50			To be programmed
U55 Galston	From U56 approx 1000m Westwards	£78,750.00			Complete - final measure
Kilmarnock New Mill Road	From Chapmans Terrace to end	£45,584.00			To be programmed

Official

Kilmarnock Whatriggs Road	From Tinto Avenue to Haining Avenue	£35,612.50			To be programmed
Kilmarnock East Shaw Street	From Lidle to and around mini roundabout	£37,814.00			To be programmed
Kilmarnock Bentink Street	On Approach to Mini roundabout	£20,797.70			To be programmed
Kilmarnock Bellsland Grove	Full Length	£19,080.00			To be programmed
Kilmarnock Beech Avenue	From Portland Road to Larch Place	£84,501.40			To be programmed
Kilmarnock Pine Road	Full Length	£42,022.75			To be programmed
Kilmarnock Old Irvine Road	From Lindsay Street to Grange Street	£37,464.35			To be programmed
Kilmarnock Brackenhill Avenue	Full Length	£32,323.20			To be programmed
Kilmarnock Arran Avenue	Full length	£36,182.30			To be programmed
Kilmarnock Lainshaw Avenue	One Section	£71,225.00			To be programmed
Kilmarnock Townend	Full Length	£27,065.50			To be programmed
Stewarton Avenue Square	Access Road into car park	£11,396.00			To be programmed
Kilmaurs East Park Crescent	Full Length	£34,045.55			To be programmed
Galston Western Road	Outside Primary School	£29,487.15			To be programmed
Hurlford Mayfield Avenue	Full Length	£57,855.42			To be programmed
Fenwick Skernieland Road	From Old A77 Slip to Rysland Terrace	£44,053.31			To be programmed
Cumnock Hearth Road	Full length	£89,909.25			To be programmed
Drongan Lane Crescent	Full Length	£27,195.00			To be programmed
Bellsbank Corserene Terrace	Full Length	£29,526.00			To be programmed
Dalmellington Gateside Road	Broomknowe to B741	£31,080.00			To be programmed

Official

Dalrymple Cedar Terrace	Full Length	£15,540.00			To be programmed
Drongan Mill o Shield Road	From Coyle Avenue and Garrowhill Drive	£37,749.25			To be programmed

Ayrshire Roads Alliance – Footway Structural Maintenance Programme 2025/26 incl works carried over from 2024/25

FOOTWAY	LOCATION	Estimated Cost	Cost to Date	variance +/-	Comment
Catrine - Newton Street	Outside School	£7,290.00			To be programmed
Auchinleck - Main Street	From Surgery to Council Car Park	£21,870.00			To be programmed
Cumnock - Glaisnock Road	Outside Cemetery	£19,044.00			To be programmed
Kilmarnock - Dundonald Road	Outside School	£16,200.00			To be programmed
Kilmarnock - Gilmour Street	Various Locations	£21,060.00			To be programmed
Stewarton - High Street	From Old Bank to Church	£16,200.00			To be programmed
Stewarton - Lainshaw Street	Standalane to Sainsbury's Rear Entrance	£19,260.00			To be programmed
Fenwick - Skerniland Road	Both Sides	£22,680.00			To be programmed
Galston - A719 Opposite Loudoun Academy	From Nursing Home to Barriered Section	£8,100.00			To be programmed

Ayrshire Roads Alliance - £800k Residential Carriageway/Footway Improvement Programme 2025/26

WARD	Location	Estimated Costs	Cost to Date	Variance +/-	Comment
1	Carriageway - Stewarton Dornie Close	£9,120.00			To be programmed
1	Carriageway - Stewarton Braemore Road	£11,310.00			To be programmed
1	Carriageway - Stewarton Kirkmuir Drive	£54,000.00			To be programmed

2	Carriageway - Kilmarnock Tourhill Road	£5,580.00			Complete – final measure
2	Carriageway - Kilmarnock Auchencar Drive	£15,120.00			Complete – final measure
2	Carriageway - Kilmarnock Wardneuk Drive	£6,165.00			Complete – final measure
3	Carriageway - Kilmarnock Woodside Avenue	£60,000.00			To be programmed
4	Carriageway - Kilmarnock - Anderson Place/Bannerman Drive and Drummond Place	£46,200.00			To be programmed
4	Carriageway - Kilmarnock Sparrow Gardens	£12,960.00			To be programmed
5	Carriageway - Kilmarnock Simonsburn Road	£9,225.00			To be programmed
5	Carriageway - Kilmarnock Elderslie Crescent/Ayr Road	£13,500.00			To be programmed
6	Carriageway - Newmilns Sheilds Road	£28,050.00			To be programmed
6	Carriageway - Darvel West Donnington Street	£16,800.00			To be programmed
6	Carriageway - Darvel Jaimieson Road	£17,400.00			To be programmed
7	Carriageway - Mauchline Clarinda Crescent	£23,100.00			To be programmed
7	Carriageway - Mauchline East Park Avenue	£25,560.00			To be programmed
7	Carriageway - Mauchline Southpark Avenue	£7,800.00			To be programmed
7	Carriageway - Mauchline Welton Road	£19,950.00			To be programmed
7	Carriageway - Mauchline Mansfield Road	£43,500.00			To be programmed
8	Carriageway - Cumnock Latta Crescent	£20,010.00			To be programmed
8	Carriageway - Cumnock Nans Terrace	£16,500.00			To be programmed
8	Carriageway - Cumnock Lorimer Crescent	£44,550.00			To be programmed
8	Carriageway - Cumnock Hearth Place	£24,000.00			To be programmed
8	Carriageway - Cumnock Bank Avenue	£21,420.00			To be programmed
8	Carriageway - Logan Holmhead Crescent	£36,600.00			To be programmed
8	Carriageway - Logan Dixon Avenue	£21,690.00			To be programmed
9	Carriageway - New Cumnock Castlemains Avenue	£42,000.00			To be programmed
9	Carriageway - Dalmellington Church Hill/Melling Terrace	£36,330.00			To be programmed
9	Carriageway - Dalmellington Knowehead	£41,820.00			To be programmed
9	Carriageway - Ochiltree Gallowlee Avenue	£20,490.00			To be programmed
4	Footway – Hurlford Furnace Court	£15,750.00			To be programmed
6	Footway – Galston Bridge Street	£3,750.00			To be programmed
6	Footway – Darvel Glen Crescent	£17,500.00			To be programmed

Ayrshire Roads Alliance - Lighting Capital Programme 2025/26

Town	Location	Work Type	No of columns	Estimated Programme Cost	Comments	Variance +/-
Dalmellington	Riecawr Ave, Area.	Unreliable 5th Core.	22	£65,000	Scheduled 12 May 2025	
Galston	Maxwood Road.	Unreliable 5th Core/Concrete columns.	10	£30,000	Scheduled 23 Jun 2025	
New Cumnock	Highpark Ave, Area.	Unreliable 5th Core/Concrete columns.	19	£60,000		
Stewarton	Lothian Rd, Area.	Unreliable 5th Core	23	£60,000		
				£215,000		

Ayrshire Roads Alliance - LED Lighting Programme Update 2025/26 [Works carried over from 2024/25]

Town	Lantern Amount	Status	Delivery / start install	Install complete by
Kilmarnock - Central	1400	In progress	Mar 2024	Mar 2026
East Ayrshire - Decorative	350	75% complete tender to be awarded for next stage		Mar 2026

Ayrshire Roads Alliance - LED Lighting Programme 2025/26

Programme completed conversions to date	15,267	Replacement programme 97% complete
Overall LED units completed	20,910	LEDs now 98% of total EAC inventory

Ayrshire Roads Alliance - Bridge and Culvert Strengthening Programme 2025/26

Structure Reference	Structure Name	Proposed Works	2025/26 Estimate	Comments
<u>Bridge Strengthening and Replacement</u>				
A71/280 C80	Mathews Burn Culvert West Donnington St, Darvel	Slab Replacement	£250,000	Internal design ongoing.
U751/10	Crossflats Bridge	Replacement	£40,000	Awarded to consultant to design replacement. Temporary bridge will be required during the works.
U760/00 C93	Glenhead Bridge	Replacement	£60,000	Internal design ongoing, near tender ready.
U740/10	Barbieston Bridge	Replacement	£60,000	SAC leading design. Award to consultant.
<u>Road Slips</u>				
B713	South of Sorn		£400,000	Works ongoing. Programmed completion 4 th July 25.
B741	Coal Glen Embankment	Slip Remediation Works	£690,000	Discussions ongoing with contractor and SPEN.
U13	Aitket Road	Slip Remediation Works	£500,000	Near tender ready. Site clearance complete.
A713/60 C61	Polnessan Upper Bridge	Culvert Extension	£500,000	Detailed design ongoing.
<u>Upgrade Works Identified from Inspections</u>				
B705/10 C91	Cowan Place Culvert	Part Replacement/Scour Repairs	£60,000	Near tender ready.
A70/130 W31	Thornwood Wall, Lugar	Replacement	£500,000	Near tender ready. Discussion regarding requirement for road closure ongoing.
A736/60 C84	Lochridge Culvert	Masonry and Drainage Repairs	£70,000	Near tender ready.
A71	Riccarton Viaduct	Refurbish - expansion joint removal/replacement	£100,000	Design ongoing to replace 1 failing expansion joint with asphaltic plug joints. Works to be carried out ASAP.

A71	River Irvine Bridge	Refurbish - expansion joint removal/replacement		Design ongoing to replace 1 failing expansion joint with asphaltic plug joints. Works to be carried out ASAP.
C85/10	Fenwick Bridge	Masonry Refurbishment	£40,000	Award to consultant to progress with assessment and detailed design.
U729/00 C64	Hayholm Bridge	Masonry and Scour Repairs	£60,000	Internal design ongoing.
C95/10	Furnace Road Bridge	Arch Strengthening	£100,000	Awaiting PI report from consultant. Internal design ongoing.
<u>Parapet Upgrades</u>				
A70/110	Causeyhead Bridge	Parapet Repairs	£60,000	Discussions ongoing regarding options to reduce disruption at Dumfries House.
A736/50	Bloak Road Bridge	Parapet Repairs	£30,000	NAC/EAC boundary, EAC progressing design.
<u>Other</u>				
Various	Investigative Works	Topographical Survey, Paint Inspection etc	£8,000	Annual cost of surveys/inspections.
	Principal Inspection	Consultant Fees	£100,000	Consultant fees for 24/25 PI's
Various	Low Bridge Signage	Sign Upgrades	£40,000	Upgrades to signage at 6 bridges with low head room.

Ayrshire Roads Alliance - Traffic, Transportation and Road Safety Programmes 2025/26

Funding Source	Project ID	Location	Project Description	Detail	Progress	Allocation
EAC Capital Road Safety Budget: £200,000 (£198,000 Road Safety + £2,000 Safer Neigh.)	22.23	A71 / Campbell Street Off Slip, Kilmarnock	Junction signalisation	Installation of new traffic signals, stopping up of Willock Street and new carriageway layout to improve capacity	Final junction designs from traffic lights contractor still pending. Implementation pushed back to Jul/Aug 25.	£105,000

	22.50	B741 Dalmellington to New Cumnock	Road safety review	General route review to identify safety measures	Driven survey along rural section to be completed. Ongoing.	£2,000
	22.38	Glaisnock Street, Cumnock	Traffic calming	Speed reduction/traffic calming measures	Design works started - Late 25/26 for completion	£15,000
	22.15	VAS signs, various location	Upgrades and new installations	New contract to be implemented	In progress	£10,000
	23.09	B769 Kingsford	Speed limit and traffic calming	Appraisal	Late 25 for construction works	£25,000
	24.05	Various	Traffic calming	Speed surveys	Ongoing	£10,000
	25.03 / 25.16	Various	Road safety improvements	HFS Schemes	Ongoing	£33,000
Road Safety Improvement Fund Budget: £300,000 (TBC)						
	24.20	B751 - Kilmaurs to Fenwick	Route Review	General route review, VAS improvements, Road Markings and Signage, Studs	Ongoing design works with Construction expected Sept 25	£125,000
	25.11	A71 – Priestland	Safer system improvements	Vehicle restraint barriers	Design work ongoing with Construction expected early 26	£75,000
	25.13	Waterside	Road Safety improvements	VAS improvements , HFS and carriageway studs	Design work ongoing with Construction expected early 26	£50,000
	25.17	A70 – Dumfries House	Road Safety improvements	VAS improvements , HFS and carriageway studs	Design work ongoing with Construction expected early 26	£50,000
Rural Route Action Plans Budget: £359,000 £134,000 (EAC) + £225,000 (Dev. Contributions)	22.08	B778 Stewarton to Fenwick	Road alignment improvements at three key locations	Agreement to proceed with site 1 improvements	Process started	£359,000

Official

Tier 1 Budget: £758,000	22.13	Grougar Road, Crookedholm	Pedestrian crossing and road widening	Installation of new crossing and layby	Start date pushed back to Spring 25	£90,000
	23.07	Strawberrybank Road, Kilmarnock	Pedestrian crossing	Appraisal for new crossing point	Ped counts low so project reduced to consideration of ped refuge island	£10,000
	23.10	St Germain Street, Catrine	Pedestrian safety improvements	Installation of bollards and TRO	In progress	£10,000
	N/A	Kilmarnock Green Infinity Loop	Cycling Infrastructure	Route 1 & 2, Sturrock St and MSCP	Route 1 & 2 design placed on hold due to lack of funding, MSCP site redevelopment application submitted to ATIF 2025/26. Sturrock St modelling completed.	£100,000
	24.18	A759 West of Gatehead	Pedestrian improvements	Footway designs and build out	Design work ongoing with Construction expected early 26	£30,000
	25.15	B751	Pedestrian improvements	Footway improvements	Design work ongoing with Construction expected early 26	£30,000
	24.28	Kilmarnock	Pedestrian improvements	Footway designs and buildouts	Onsite consultation to be completed prior to design work with Construction expected early 26	£30,000
	23.12	A713	Traffic calming	1 x speed table	Construction expected June 25	£10,000

	25.12	A71	Priestland	Traffic Calming and pedestrian crossing	Design work ongoing with Construction expected early 26	£50,000
		Irvine Road	Kilmaurs	Pedestrian improvements	Design work ongoing with Construction expected late 25	£35,000
		Various location	Various	Unallocated		£363,000
EAC Bus Infrastructure Budget: £40,000	22.51	Onthank Terminus, Kilmarnock	Upgrades to existing infrastructure	Improve crossing and boarding points	Drawings complete to be paired with Stewarton Terminus	£20,000
	22.52	Stewarton Terminus, Stewarton	Upgrades to existing infrastructure	Improve turning circle and boarding points	Design stage in progress	£20,000
EAC Active Travel Budget £50,000	24.03	School Streets Programme	Introduction of trial sites	Three further schools to be trialled with further trials to be developed	Trials have commenced at Bellsbank and Dalrymple. Further sites to progress.	£50,000

Appendix 3

Ayrshire Roads Alliance - EV Public Chargers

EAST AYRSHIRE			
CPS ID	Type	Make	Location
51171	7kw	eVolt	Queens Street Car Park, Queen Street, Kilmarnock, KA1 1LU
50821	22kw	eVolt	Foregate Noth Car Park, Kilmarnock, KA1 1LU
51324	22kw	eVolt	Titchfield Street Car Park, Kilmarnock, KA1 1PH
52474	22kw	eVolt	Ayrshire Athletics Arena EV Hub, Queens Drive, Kilmarnock, KA1 1HU
52470	Rapid	eVolt	Ayrshire Athletics Arena EV Hub, Queens Drive, Kilmarnock, KA1 1HU
52471	Rapid	eVolt	Ayrshire Athletics Arena EV Hub, Queens Drive, Kilmarnock, KA1 1HU

Official

52472	Rapid	eVolt	Ayrshire Athletics Arena EV Hub, Queens Drive, Kilmarnock, KA1 1HU
52473	Rapid	eVolt	Ayrshire Athletics Arena EV Hub, Queens Drive, Kilmarnock, KA1 1HU
52020	Rapid	eVolt	East George Street Car Park, Kilmarnock, KA1 1GB
52021	7kw	eVolt	East George Street Car Park, Kilmarnock, KA1 1GB
52022	7kw	eVolt	East George Street Car Park, Kilmarnock, KA1 1GB
52023	7kw	eVolt	East George Street Car Park, Kilmarnock, KA1 1GB
51233	22kw	eVolt	EAC Headquarters, London Road, Kilmarnock, KA3 7BU
52035	7kw	eVolt	EAC Headquarters, London Road, Kilmarnock, KA3 7BU
52036	7kw	eVolt	EAC Headquarters, London Road, Kilmarnock, KA3 7BU
52037	7kw	eVolt	EAC Headquarters, London Road, Kilmarnock, KA3 7BU
52026	7kw	eVolt	Waterside Street Car Park, Kilmarnock, KA1 1RJ
52027	7kw	eVolt	Waterside Street Car Park, Kilmarnock, KA1 1RJ
52028	7kw	eVolt	Waterside Street Car Park, Kilmarnock, KA1 1RJ
52025	Rapid	eVolt	Waterside Street Car Park, Kilmarnock, KA1 1RJ
50819	22kw	eVolt	Beechwood Avenue Car Park, Beechwood Avenue, Auchinleck, KA18 2AW
TBC	Rapid	eVolt	Area Office, 33 Main Street, Dalmellington, KA6 7QL
50507	22kw	eVolt	Avenue Square Car Park, Stewarton, KA3 5AP
60301	Rapid	eVolt	Castle Car Park, New Cumnock, KA18 4AR
52024	Rapid	eVolt	Ranouldcoup Road, Darvel, KA17 0JU
52042	Rapid	eVolt	Loudoun Street Car Park, Mauchline, KA5 5BE
52018	Rapid	eVolt	Tanyard Car Park, Cumnock, KA18 1BG
52034	22kw	eVolt	Glaisnock Street Car Park, Cumnock, KA18 1JS
52017	Rapid	eVolt	Mill Bank Car Park, Mill Bank, Cumnock, KA18 1AB
52039	7kw	eVolt	Townhead Street Car Park, Cumnock, KA18 1LY
52040	7kw	eVolt	Townhead Street Car Park, Cumnock, KA18 1LY
52041	7kw	eVolt	Townhead Street Car Park, Cumnock, KA18 1LY
51792	22kw	eVolt	Rothsay House, Greenholm Road, Cumnock, KA18 1LH
52966	7kw	eVolt	Area Office, 33 Main Street, Dalmellington, KA6 7QL
52967	7kw	eVolt	Area Office, 33 Main Street, Dalmellington, KA6 7QL
52968	7kw	eVolt	Area Office, 33 Main Street, Dalmellington, KA6 7QL
52972	7kw	eVolt	Saint Germain Street Car Park, Catrine, KA5 6RQ
52969	22kw	eVolt	Dean Castle Country Park, Dean Road, Kilmarnock, KA3 1XB
52970	7kw	eVolt	Fenwick Road Car Park, Fenwick Road, Kilmaurs, KA3 2RQ

Official

52971	7kw	eVolt	Fenwick Road Car Park, Fenwick Road, Kilmaurs, KA3 2RQ
52953	7kw	eVolt	Northwest Area Centre, Western Road, Kilmarnock, KA3 1NQ
52954	7kw	eVolt	Northwest Area Centre, Western Road, Kilmarnock, KA3 1NQ
52955	7kw	eVolt	Northwest Area Centre, Western Road, Kilmarnock, KA3 1NQ
52956	7kw	eVolt	Rothesay House, Greenholm Road, Cumnock, KA18 1LH
52957	7kw	eVolt	Rothesay House, Greenholm Road, Cumnock, KA18 1LH
52958	7kw	eVolt	Rothesay House, Greenholm Road, Cumnock, KA18 1LH
52965	22kw	eVolt	Morton Place Car Park, Morton Place, Kilmarnock, KA1 2AY
53778	Rapid	eVolt	Main Street Car Park, Muirkirk
53775	22kw	eVolt	Rose Reilly Sports Centre, Stewarton
53776	7kw	eVolt	Standalane Car Park, Stewarton
60786	7kW	eVolt	Academy Street, Hurlford
60792	22kW	eVolt	Drongan Centre car park, Mill of Shield Road
51210	22kW	eVolt	Carnshalloch Avenue car park, Patna
60950	22kW	eVolt	New Cumnock Outdoor Swimming Pool car park
60954	22kW	eVolt	Gatehead Road car park, Crosshouse
61021	7kW	eVolt	East Ayrshire Community Hospital, Cumnock
61022	7kW	eVolt	East Ayrshire Community Hospital, Cumnock
61983	7kW	eVolt	Morton Place car park, Kilmarnock
61984	7kW	eVolt	Morton Place car park, Kilmarnock
61985	7kW	eVolt	Morton Place car park, Kilmarnock
62184	7kW	eVolt	Browns Road car park, Newmilns
61886	22kW	eVolt	Sturrock Street, Kilmarnock
62938	7kW	eVolt	New London Road car park, Kilmarnock

SOUTH AYRSHIRE

CPS ID	Type	Make	Location
51930	7kw	eVolt	Barns Crescent Car Park, Ayr, KA7 2BW
51793	7kw	eVolt	Mill Brae Car Park, Ayr, KA7 2HU
TBC	Rapid	eVolt	Burns Statue Square, Ayr, KA7 UT
52029	22kw	eVolt	Belleisle Park, Ayr, KA7 4BN
52030	7kw	eVolt	Castlehill Road Car Park, Ayr, KA7 2HT
52031	7kw	eVolt	Castlehill Road Car Park, Ayr, KA7 2HT

Official

52032	7kw	eVolt	Castlehill Road Car Park, Ayr, KA7 2HT
51325	22kw	eVolt	Cromwell Road Car Park, Ayr, KA7 1DY
50818	22kw	eVolt	Bellevue Car Park, Bellevue Road, Prestwick, KA9 1NW
50817	22kw	eVolt	Jubilee Road, Troon Swimming Pool, Troon, KA10 6XQ
50290	22kw	eVolt	South Beach Road Car Park, Troon, KA10 6EF
52033	22kw	eVolt	Girvan Harbour, Girvan, KA26 9AG
TBC	Rapid	eVolt	Girvan Harbour, Girvan, KA26 9AG
52038	22kw	eVolt	Harbour Road Car Park, Maidens, KA26 9NR
52019	Rapid	eVolt	The Vennel, Ballantrae, KA26 0NH
52975	Rapid	eVolt	Mill Brae Car Park, Ayr, KA7 2HU
52974	7kw	eVolt	New Road Car Park, New Road, Ayr, KA8 8HE
52973	Rapid	eVolt	New Road Car Park, New Road, Ayr, KA8 8HE
52959	7kw	eVolt	Bellevue Car Park, Bellevue Road, Prestwick, KA9 1NW
52960	7kw	eVolt	Bellevue Car Park, Bellevue Road, Prestwick, KA9 1NW
52961	7kw	eVolt	Bellevue Car Park, Bellevue Road, Prestwick, KA9 1NW
53555	Rapid	eVolt	Bellevue Car Park, Bellevue Road, Prestwick, KA9 1NW
52976	Rapid	eVolt	Coylton Activity Centre, Hole Road, Coylton, KA6 6JL
53774	Rapid	eVolt	Academy Street, Troon
53773	Rapid	eVolt	Lodge Road Car Park, Turnberry
53777	22kw	eVolt	Burnside Road, Monkton
60793	22kw	eVolt	Dailly Activity Centre, Victory Crescent, Dailly
60081	22kw	eVolt	Inches Close car park, Maybole
61982	22kw	eVolt	Tarbolton Community Campus car park, Tarbolton
61986	22kw	eVolt	Dundonald Primary School car park, Dundonald
60086	22kw	eVolt	Mossblown Activity Centre car park, Mossblown
60082	22kw	eVolt	Kirkoswald Main Street car park, Kirkoswald
61979	7kW	eVolt	Chalmers Arcade car park, Girvan
61980	7kW	eVolt	Chalmers Arcade car park, Girvan
61981	7kW	eVolt	Chalmers Arcade car park, Girvan
62000	22kW	eVolt	Barrhill Community car park, Main Street, Barrhill

Appendix 4 South Ayrshire Ward Investment Programme 2025/26

Roads Maintenance Unit					
LOCATION	Description	PO Value	Cost to Date	variance +/-	Comment
Troon	Emergency repairs to Troon Esplanade.	£40,000.00			Complete – Final measure
Troon	Resurfacing of Troon Esplanade (Ph.2).	£220,000.00			Complete – Final measure
Prestwick	Repair / renew steps to Boydfield Gardens				Measuring works up on site
Ayr North	Provision of Bike Shelter at Lochside Community Centre				With Procurement
Ayr East	Glencairn Park – footpath upgrade				Feasibility study ongoing
Ayr East	Car parking provision Peggieshill Road				Feasibility study ongoing
Ayr West	Promenade raised footway works				Feasibility study ongoing with Professional Design Services
Kyle	Annbank Park – upgrade footpath				Feasibility study ongoing
Kyle	Construction of new footpath on Southern edge of Collenan reservoir,	£22,000.00			Feasibility study ongoing
Design and Flooding Section					
Troon	Shore Defence Structural Stabilisation	£10,000.00			On site
Citadel Footbridge Refurbishment	Remove and renew timber deck parapet elements. Surface prepare and paint. Remove or repair lighting	£140,000.00			Complete – Final measure
Girvan Boating Pond Refurbishment	Install new stainless steel reinforced concrete base slab to reduce water leakage.	£175,000.00			Complete – Final measure
Dunure Castle Footbridge Replacement	Replace existing small span concrete footbridge with a larger footbridge with a view and good aesthetics	£230,000.00			Ongoing.
Lighting Section					
Ayr East	Glencairn Park – Install footpath lighting				Measuring works up on site
Ayr West	New Bridge & Auld Brig. Design fees for installation of architectural floodlighting to structures	£50,000.00			Design Fee

AYRSHIRE SHARED SERVICES JOINT COMMITTEE

6 June 2025

Report by the Head of Ayrshire Roads Alliance

DEVELOPMENT CONTROL UPDATE - ROAD BONDS

Purpose of report

1. The purpose of this Report is to update the Joint Committee on the current position regarding road bonds held by the Ayrshire Roads Alliance on behalf of East Ayrshire and South Ayrshire Councils.

Recommendations

2. It is recommended that the Joint Committee:
 - (i) Notes the position regarding road bonds currently held by the Ayrshire Roads Alliance on behalf of East Ayrshire Council and South Ayrshire Council;
 - (ii) Agrees that progress updates are provided to future meetings of the Joint Committee on an annual basis;
 - (iii) Otherwise, notes the content of this report.

Background

3. The Roads (Scotland) Act 1984 requires that, for any road not constructed by a roads authority, the appropriate consent from the local roads authority is obtained to undertake this work. This is generally referred to as the Road Construction Consent (RCC). The Ayrshire Roads Alliance maintains a register of all RCCs under the remit of the Ayrshire Roads Alliance.
4. Where new roads are being constructed for private housing, the developers are required to provide the roads authority with security to cover the cost of constructing the roads should the developer default. The provisions are set out in the Security for Private Road Works (Scotland) Regulations 1985, as amended. This security may take the form of a cash deposit, but it is generally in the form of a road bond. The security is retained by the Roads Authority until completion of the consented works, although the value may be reduced as the works progress. Road bonds are not required for local authority or housing association developments.

5. The Joint Committee, at its meeting on 23 May 2014, remitted the Head of Roads to undertake a review of road bonds more than three years old and report to a future meeting of the Joint Committee. An annual report is now presented to the Joint Committee summarising the road bond position and providing other updates on the development control process as required.

Current Residential Bonds

6. A list of all RCCs and their associated road bonds for each Council area is shown in Appendix 1. As of 23 May 2025, ARA manages 33 road bonds with a current value of £10,549,846 in East Ayrshire, and 27 road bonds with a current value of £3,129,149 in South Ayrshire.
7. Appendix 2 provides details of completed road bonds and road adoptions since the previous report to Joint Committee on 6 September 2024, and Appendix 3 shows new bonds received since the previous report.
8. The current review has found that the value of the road bonds held in Appendix 1 is adequate to complete the outstanding road works on each development site across both East Ayrshire and South Ayrshire for which RCC has been issued.

Construction Taking Place Without RCC and Road Bonds

9. There are no developments being constructed within either East Ayrshire Council or South Ayrshire Council areas without an RCC and Road Bond in place.

Other Development Matters

Corton, Ayr – Allanvale Residential

10. Allanvale Residential have previously submitted a total of nine RCC applications, eight for the Corton development in Ayr and one for Auchincruive. None of the nine RCCs are listed in Appendix 1 as consent has yet to be issued. Six of the Allanvale RCC applications have been reviewed by the ARA, with subsequent requests for road bonds totalling £3.3 million and associated inspection fees of £120,000 issued in June 2020, inspection fees have been received. In accordance with ARA procedures, RCC will not be granted until the road bonds are lodged with the Council. The remaining three RCC applications (not yet reviewed by the ARA) involve a further £4.5 million in road bonds and £175,000 in inspection fees, however these have yet to be requested. It should be noted that no development is currently taking place associated with any of the nine RCC applications, and therefore there is no breach of the regulations.

Bonds Called-In

11. In the EAC area the ARA are in the process of calling in a Road Bond associated with a site in Galston where the owner of the development company has passed away. The bonds being called in are as follows:
 - EAC/CC/02/007 – Manse Gardens, Galston: £110,270;The bonds listed above are sufficient in value to cover the cost of completing the outstanding works, with ARA currently undertaking a final measure of works.

12. In the SAC area the ARA are in the process of calling in a total of three Road Bonds associated with sites in development by Stewart Milne, who have come into receivership. All three bonds are associated with RCC consents in their maintenance period, and ARA will complete the required snagging works to allow the associated development roads to be formally adopted. The bonds being called in are as follows:
- SAC/133/05/12 – NE Troon Phase 1, Troon: £94,400;
 - SAC/135/07/12 – NE Troon Housing 1, Troon - £123,402;
 - SAC/162/01/18 – NE Troon, Phase 4 - £75,187

The bonds listed above are sufficient in value to cover the cost of snagging works to Council, with ARA officers currently finalising a bill of quantities associated with the outstanding snagging items.

Non-Residential Road Bonds

13. Roads authorities have a general power under section 96 of the Roads (Scotland) Act 1984 to recover maintenance costs arising from damage caused by excessively heavy, or other extraordinary, vehicles or traffic. The type of development where this applies are Wind Farms or major infrastructure projects.
14. The status of non-residential bonds and financial guarantees is set out in the table below. In each case the bond value held has been assessed as being sufficient to cover the cost of potential works arising from extraordinary damage to roads infrastructure.
15. The Greenburn OCC is in its restoration phase and work on the reinstatement of the U720 road and use of the haul road bridge as part of the realigned public road is now complete and the road has been reopened to traffic. Formal adoption of the new section of road and the bridge has still to be concluded.

Council Area	Site	Developer	Agreement	Bond Value
East Ayrshire	Greenburn Open Cast Coal	Keir Mining	Parent Company Guarantee	£0.025M
East Ayrshire	Afton Wind Farm	Afton Wind Farm Ltd	Section 96 of Roads (Scotland) Act	£1.150M
South Ayrshire	Assel Valley Wind Farm	Assel Valley Wind Energy Ltd	Section 96 of Roads (Scotland) Act	£0.107M

Implications

Implications	Yes	No	Paragraph number in report
1. Policy/Strategic Planning		X	16
2. Governance	X		17
3. Human Resources		X	18
4. Equality and Fairer Scotland Duty		X	19
5. Financial	X		20

6. Risk	X		21
7. Community Wealth Building	X		22
8. Net Zero		X	23

Policy/strategic planning implications

16. None.

Governance implications

17. The work to manage RCCs and road bonds is carried out in accordance with the Roads (Scotland) Act 1984 and its associated statutory instruments.

Human resources implications

18. The management of the development control function and continued review of road bonds will be undertaken within existing staff resources.

Equality impact and Fairer Scotland duty implications

19. None.

Financial implications

20. The road bonds currently held by the Alliance on behalf of both East Ayrshire Council and South Ayrshire Council are sufficient to complete the outstanding roadworks on each development site for which RCC has been issued.

Risk implications

21. Inadequate road bond values expose the roads authority to a potential financial shortfall if the roadworks have to be completed by them should the developer default. An RCC is valid for three years and the developer may ask the roads authority for an extension if the site is incomplete after this period. The value of road bonds that are more than three years old will therefore continue to be reviewed to determine their adequacy to complete the outstanding works required to comply with the RCC. Where a shortfall is identified the developer will be advised to increase the value of the road bond held when an application is made for an extension to the RCC.

Community Wealth Building implications

22. New Development provides economic levers to develop resilient, inclusive local economies with more local spend and fair employment, as well as ensuring that wealth is more locally owned and benefits local people.

Net zero implications

23. None.

Appendices

Appendix 1 - Register of Road Bonds Held at 23 May 2025

Appendix 2 - Completed Road Bonds and Road Adoptions since September 2024

Appendix 3 - New Bonds received since September 2024

Background papers

Development Control Update - Road Bonds - 23 May 2014

Development Control Update - Road Bonds - 21 August 2014

Development Control Update - Road Bonds - 6 November 2015

Development Control Update - Road Bonds - 17 February 2017

Development Control Update - Road Bonds - 16 February 2018

Development Control Update - Road Bonds - 25 April 2019

Non-Residential Road Bonds - 29 August 2019

Development Control Update - Road Bonds – 4 June 2021

Development Control Update - Road Bonds – 10 June 2022

Development Control Update – Road Bonds – 01 September 2023

Development Control Update – Road Bonds – 06 September 2024

Person to contact

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Appendix 1 - Road Bonds Held at 23 May 2025

East Ayrshire

RCC Ref	Developer	Site	Bond Provider	Original Value	Bond	Current Value	Bond	Status
EAC/CC/02/007 EXT	KG Building and Civil Eng Ltd	Manse Gardens, Brewlands Street, Galston	NHBC		£110,270		£110,270	Bond called in - currently undertaking final measure.
EAC/CC/08/013	McTaggart Construction Ltd	Dunlop House, Dunlop	MD Insurance Services Ltd		£353,682		£353,682	Site currently abandoned. Awaiting new application from developer, Bond remains unchanged.
EAC/CC/16/004	Mooncatcher Ltd/Campbell Homes	Rigg Road, Cumnock, Phase 1	Cash Deposit		£193,844		£168,830	Site currently being developed. Remaining cash bond of £168,830 from EAC/CC/16/004 covers outstanding value of roadworks for Phases 1 – 4. Site Completion Estimated June 25.
EAC/CC/16/009	ARH Homes Ltd	Riverside Gardens, Cronberry	Cash Deposit		£130,929		£66,860	Site on going.
EAC/CC/17/003 EXT PHASES 1&2	Auberne Homes	Former Holmhead hospital site, Cumnock, Phases 1&2	Acasta European		£145,818.50		£29,164	Site completed, on maintenance period since 01/08/23. Lighting remedial work required before full adoption.
EAC/CC/18/010	Mooncatcher/ Campbell Homes	Rigg Road, Cumnock, Phase 2	Cash Deposit		£58,404		See status	Site currently being developed. Remaining cash bond of £168,830 from EAC/CC/16/004 covers outstanding value of roadworks for Phases 1 – 4. Site completion estimated June 25.
EAC/CC/18/013	Valley Homes (Scotland) Ltd	John Street, Catrine, Phase 1A	Cash Deposit		£29,641		£2,964.11	Site completed, on maintenance period since 06/03/24. Adoption paperwork to be processed.
EAC/CC/18/015 Phase 1	Auberne Homes/Viga Homes	Main Street, Auchinleck (Phase 1)	Acasta International		£55,498		£55,498	Site currently being developed. Bond total for Phase 1 & 2 £110,996. Roadworks to be completed Oct 2024 Road bond will be reduced thereafter to 90%. Developer given final opportunity to complete works by June 25.
EAC/CC/18/015 Phase 2	Auberne Homes/Viga Homes	Main Street, Auchinleck (Phase 2)	Acasta International		£55,498		£55,498	Site currently being developed. Bond total for Phase 1 & 2 £110,996. Roadworks to be completed Oct 2024 Road bond will be reduced thereafter to 90%. Developer given final opportunity to complete works by June 25.
EAC/CC/19/003	Campbell Homes	Rigg Road, Cumnock, Phase 3	Cash Deposit		£81,401		See status	Site currently being developed. Remaining cash bond of £168,830 from EAC/CC/16/004 covers outstanding value of roadworks for Phases 1 – 4. Site completion estimated June 25.

EAC/CC/19/005	Campbell Homes	Rigg Road, Cumnock, Phase 4	Cash Deposit	£49,718	See status	Site currently being developed. Remaining cash bond of £168,830 from EAC/CC/16/004 covers outstanding value of roadworks for Phases 1 – 4. Site completion estimated June 25.
EAC/CC/19/013	Campbell Homes	Rigg Road, Cumnock, Phase 5	Cash Deposit	£65,114.84	£65,114.84	Site currently being developed. LODGED AS CASH BOND 5,6&7 TOTAL £170,807.79. Site completion estimated June 25.
EAC/CC/21/005	Campbell Homes	Rigg Road, Cumnock, Phase 6	Cash Deposit	£61,114.61	£61,114.61	Site currently being developed. LODGED AS CASH BOND 5,6&7 TOTAL £170,807.79. Site completion estimated June 25.
EAC/CC/21/006	Campbell Homes	Rigg Road, Cumnock, Phase 7	Cash Deposit	£44,578.34	£44,578.34	Site currently being developed. LODGED AS CASH BOND 5,6&7 TOTAL £170,807.79. Site completion estimated June 25.
EAC/CC/21/009	Campbell Homes	Rigg Road, Cumnock, Phase 8	Cash Deposit	£99,888.44	99,888.44	Site currently being developed. Site completion estimated June 25.
EAC/CC/22/008	Campbell Homes	Rigg Road, Cumnock. Phase 9	Cash Deposit	As per Ph 1> Ph 8	As per Ph 1> Ph 8	Site currently being developed. Cash Bond for Ph 1 > Ph 8 now covers Ph 9 > Ph 11 also. Site completion estimated June 25.
EAC/CC/23/001	Campbell Homes	Rigg Road, Cumnock. Phase 10	Cash Deposit	As per Ph 1> Ph 8	As per Ph 1> Ph 8	Site currently being developed. Cash Bond for Ph 1 > Ph 8 now covers Ph 9 > Ph 11 also. Site completion estimated June 25.
EAC/CC/23/002	Campbell Homes	Rigg Road, Cumnock. Phase 11	Cash Deposit	As per Ph 1> Ph 8	As per Ph 1> Ph 8	Site currently being developed. Cash Bond for Ph 1 > Ph 8 now covers Ph 9 > Ph 11 also. Site completion estimated June 25.
EAC/CC/19/009	Bellway Homes Ltd	Fardalehill, Kilmarnock, Phase 3	NHBC	£1,018,084.00	£101,808.38	Site currently being developed. Bond reduced to 10% on 12/06/2023.
EAC/CC/22/005	Bellway Homes	Fardalehill Phase 4	HCC International	£768,653.35	£768,653.35	Site currently being developed.
EAC/CC/22/010	Bellway Homes	Fardalehill Phase 6	HCC International	£2,814,044.00	£2,814,044.00	Site currently being developed.
EAC/CC/20/001	Kukoon Homes	Thorntoun Estate, Crosshouse	Casualty and General Insurance	£181,388.00	£181,388.00	Work ongoing
EAC/CC/20/002 Phases 1 - 4	Hayhill Developments	Hillhead Road, Mauchline, Phases 1 - 4	Cash Deposit	£656,704.71	£6,567.05	Site completed, on maintenance period since 02/08/23. Site on further maintenance period due to failed manholes.
EAC/20/004B	Murdoch Properties	Glebe Road, Galston. Phase 2, North, Road 2. (Adoptable)	Cash Deposit	£44,215.84	£44,215.84	Site currently going through process to be added to maintenance period. If successful bond will be reduced to the 10%
EAC/CC/20/007	Avant Homes (Scotland)	Loudoun Street, Draffen, Stewarton	NHBC	£2,125,456	£1,062,728	Site currently being developed
EAC/CC/21/003	Milestone Homes	BALLOCHMYLE,	Evolution Insurance	£85,092.00	£8,509.20	Site complete. Adoption paperwork to be processed.

		PHASE 3				
EAC/CC/21/011	J. Campbell, New Cumnock	Muirkirk Road, Lugar	AVIVA	£108,370.21	£10,837.02	Site completed, on maintenance period since 05/04/23. Adoption paperwork to be processed.
EAC/CC/21/007	Miller Homes Ltd	Irvine Road, Kilmaurs	NHBC	£1,743,070.61	£174,307.06	Maintenance period commenced 27/06/24.
EAC/CC/22/004	Barratt Homes	Northcraigs Spine Road, Kilmarnock	NHBC	£1,115,089.00	£557,544.50	Work ongoing – bond reduced to 50% (£557,544.50)
EAC/CC/23/004	Barratt Homes	Northcraigs Phase 1, Kilmarnock	NHBC	£1,695,800.00	£847,900.00	Work ongoing – bond reduced to 50% (£847,900.00)
EAC/CC/23/009	Bellway Homes	Dumfries Drive, Kilmarnock	NHBC	£1,169,078.39	£1,169,078.39	Work Ongoing
EAC/CC/24/003	Taylor Wimpey West	Northcraigs Wimpey	NHBC	£1,660,961.16	£1,660,961.16	Work Ongoing
EAC/CC/25/001	Advanced Construction	Dareduff Quarry	Cash Deposit	£27,841.38	£27,841.38	Work Ongoing

South Ayrshire

RCC Ref	Developer	Site	Bond Provider	Original Value	Bond Value	Current Value	Bond Value	Status
SAC/133/05/12	Stewart Milne	NE Troon Phase 1, Troon	NHBC	£849,603.00		£94,400.00		Bond in the process of being called in to allow snagging works to be completed (site was in maintenance period)
SAC/135/07/12	Stewart Milne	NE Troon Housing 1, Troon	NHBC	£1,110,614.00		£123,402.00		Bond in the process of being called in to allow snagging works to be completed (site was in maintenance period)
SAC/162/01/18	Stewart Milne	N E Troon, Phase 4	NHBC	£676,681.87		£75,187.00		Bond in the process of being called in to allow snagging works to be completed (site was in maintenance period)
SAC/134/06/12	Taylor Wimpey	N E Troon Distributor Road, Phase 2A	NHBC	£576,486.63		£57,649.00		In maintenance period from 20/12/24
SAC/166/05/18	Taylor Wimpey	N E Troon Distributor Road, Phase 2B	NHBC	£576,486.63		£57,649.00		In maintenance period from 20/12/24
SAC/167/06/18	Taylor Wimpey	N E Troon Distributor Road, Phase 2C	NHBC	£576,486.63		£57,649.00		In maintenance period from 20/12/24
SAC/161/04/17	Taylor Wimpey	N E Troon, Phase 3	NHBC	£584,889.22		£58,489.00		In maintenance period from 20/12/24
SAC/168/07/18	Taylor Wimpey	N E Troon, Phase 5	NHBC	£346,121.63		£34,612.00		In maintenance period from 20/12/24
SAC/176/01/20	Taylor Wimpey	N E Troon phase 6	NHBC	£329,369.00		£32,937.00		In maintenance period from 20/12/24
SAC//187/12/20	Taylor Wimpey	N E Troon, Phase 7	NHBC	£395,682.75		£197,841.00		Work ongoing
SAC/192/17/20	Taylor Wimpey	N E Troon, phase 8	NHBC	£797,174.00		£79,717.00		In maintenance period from 20/12/24
SAC/138/03/14	Bellway Homes Ltd	Kilmarnock Road, Brassie	NHBC	£508,825.00		£56,536.00		In maintenance period
SAC/147/04/15	Bellway Homes Ltd	Kilmarnock Road, Phase 2, Troon	NHBC	£424,252.00		£47,139.00		In maintenance period
SAC/142/06/14	Mactaggart & Mickel	Greenan, Phase II, Ayr	NHBC	£1,970,572.00		£197,057.20		In maintenance period
SAC/163/02/18	Mactaggart & Mickel	Greenan, Ayr Phase 3	NHBC	£67,181.00		£67,181.00		Work ongoing
SAC/193/01/21	Mactaggart & Mickel	Greenan, Phase 4	NHBC	£661,142.00		£66,114.19		In maintenance period
SAC171/02/19	Cala Homes	Greenan Phase 6	NHBC	£963,940.94		£96,394.00		In maintenance period
SAC/199/07/21	Cala Homes	Greenan, Phase 8	NHBC	£372,104.00		£37,210.00		In maintenance period
SAC/159/02/17	Mactaggart & Mickel	Townend Brae, Symington Phase 3	NHBC	£610,581.00		£30,529.00		In maintenance period

SAC/170/01/19	Milestone Developments	West Parish, Maybole	Cash Deposit	£10,933.00	£10,933.00	Work ongoing
SAC/175/06/19	Westpoint Homes	Seafield Hospital	NHBC	£577,447.62	£57,744.76	In maintenance period
SAC/177/02/20	Persimmon Homes	Tarbolton Road, Monkton, Phase 1	NHBC	£509,382.85	£509,382.00	Work ongoing – Appendix 1 issued
SAC/178/03/20	Persimmon Homes	Tarbolton Road, Monkton phase 2	NHBC	£707,634.85	£707,634.00	Work ongoing – Appendix 1 issued
SAC/201/09/21	Persimmon Homes	Monkton, Phase 6	NHBC	£432,257.00	£216,128.00	Work ongoing
SAC/194/02/21	Milestone Developments	Tunnoch Farm, Phase 1B	Evo Surety	£540,000.00	£54,000.00	In maintenance period
SAC/194/02/21	Milestone Developments	Tunnoch Farm, Phase 1B	Evo Surety	£540,000.00	£54,000.00	In maintenance period
SAC/206/01/22	Milestone Developments	Tunnoch Farm Phase 2	Evo Surety	£516,249.00	£51,634.90	In maintenance period from 28/11/24

Appendix 2 - Completed Road Bonds and Road Adoptions since September 2024

East Ayrshire

RCC Ref	Developer	Site	Bond Release Date	Adoption Date	Comments
EAC/CC/15/003	Murdoch Property Development	Ladeside, Newmilns	07/02/2025	07/02/2025	None
EAC/CC/20/006	Glencairn Estates	One Recreation Road, Cumnock	14/08/2023	07/02/2025	None
EAC/CC/21/001	Milestone Homes	BALLOCHMYLE, PHASE 1	12/06/2024	12/06/2024	None
EAC/CC/16/003 Phase 1	Persimmon Homes	Dunlop Road, Stewarton, Phase 1	08/10/2024	08/10/2024	None
EAC/CC/16/003 Phase 2	Persimmon Homes	Dunlop Road, Stewarton, Phase 2	08/10/2024	08/10/2024	None
EAC/CC/16/003 Phase 3	Persimmon Homes	Dunlop Road, Stewarton, Phase 3	08/10/2024	08/10/2024	None
EAC/CC/16/003 Phase 4	Persimmon Homes	Dunlop Road, Stewarton, Phase 4	08/10/2024	08/10/2024	None
EAC/CC/16/003 Phase 5	Persimmon Homes	Dunlop Road, Stewarton, Phase 5	08/10/2024	08/10/2024	None
EAC/CC/17/008	Barratt Homes	Northcraigs, Kilmarnock,	29/01/2025	29/01/2025	Note: this covers a separate section of development road separate section to that covered by EAC/CC/23/004 (in Appendix 1)
EAC/CC/19/008	Barratt Homes West	Former Kilmarnock College, Holehouse Road, Kilmarnock	29/01/2025	29/01/2025	None

South Ayrshire

RCC Ref	Developer	Site	Bond Release Date	Adoption Date	Comments
SAC/158/01/17	Tom Bennet/Hiltech Design	Culzean Road, Maybole	17/02/2021	17/02/2021	Site was adopted some time ago, but was incorrectly shown as live in previous report

Appendix 3 - New Bonds received since September 2024

East Ayrshire

RCC Ref	Developer	Site	Bond Provider	Bond Value	Status
N/A					No new bonds received since September 2024 for EAC sites; however, several are currently being processed and will require road bonds/cash bonds to be in place prior to the issue of RCC consent.

South Ayrshire

RCC Ref	Developer	Site	Bond Provider	Bond Value	Status
N/A					No new bonds received since September 2024 for SAC sites; however, several are currently being processed and will require road bonds/cash bonds to be in place prior to the issue of RCC consent.

End.