

South Ayrshire Council

Report by Director - Place to Leadership Panel of 8 March 2022

Subject: Road Improvement Plan 2022-2023

1. Purpose

- 1.1 The purpose of this report is to seek Leadership Panel approval for the 2022/23 Road Improvement Plan for carriageway, footways, street lighting and other related infrastructure improvements.

2. Recommendation

- 2.1 It is recommended that the Panel:

2.1.1 approves the road improvement plan for 2022/2023 contained in [Appendix 1](#); and

2.1.2 approves the Carriageway and Footway Programme for 2022/2024 in [Appendix 1](#).

3. Background

- 3.1 At its meeting in March 2021, the Council approved capital allocations to be included in the Roads Improvement Plan for the period to 2031/32. This capital allocation will be used to make improvements to the road network and include road resurfacing; road reconstruction; street lighting; LED street lighting replacement; traffic signals; implementation of 20mph infrastructure and bridge, coastal and harbour work.
- 3.2 The additional capital allocations requested for the 2022/23, 2023/24 and 2031/32 are highlighted in Table 1 below and will be confirmed following approval of the Capital Investment Programme on 3 March 2022.

Table 1: Capital Investment Budgets 2022/23-2031/32

| Programme | 22/23 (£m) | 23/24 (£m) | 24/25 (£m) | 25/26 (£m) | 26/27 (£m) | 27/28 (£m) | 28/29 (£m) | 29/30 (£m) | 30/31 (£m) | 31/32 (£m) |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Roads Reconstruction | 3.500 | 2.500 | 2.500 | 2.500 | 2.500 | 2.500 | 2.500 | 2.500 | 2.500 | 1.500 |
| Street lighting | 0.205 | 0.250 | 0.250 | 0.250 | 0.250 | | | | | |
| LED Replacement | 0.232 | - | - | - | - | 0.100 | 0.100 | 0.100 | 0.100 | |
| 20mph in rural villages | 0.023 | - | - | - | - | | | | | |

| Programme | 22/23 (£m) | 23/24 (£m) | 24/25 (£m) | 25/26 (£m) | 26/27 (£m) | 27/28 (£m) | 28/29 (£m) | 29/30 (£m) | 30/31 (£m) | 31/32 (£m) |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Bridges Capital | 0.790 | 0.278 | 0.362 | 0.200 | - | | | | | |
| Bridge of Coyle | 0.050 | - | - | - | - | | | | | |
| Girvan Harbour | 0.310 | - | - | - | - | | | | | |
| Girvan Sth Pier | 0.008 | 0.120 | - | - | - | | | | | |
| Traffic Signals Renewal | 0.190 | 0.140 | - | - | - | | | | | |
| New Traffic Signals | 0.200 | - | - | - | - | | | | | |
| B734 Pingerrach Slope Stabilisation. | 0.002 | - | - | - | - | | | | | |
| C12 Dunure Slope Stabilisation. | 0.188 | | | | | | | | | |
| Local Flood Plan | 0.173 | 0.064m | 0.064 | 0.064 | 0.064 | | | | | |
| EV charging infrastructure | 0.100 | 0.100 | 0.120 | | | | | | | |
| Facilities to assist with tourist and visitor facilities. | 0.160 | | | | | | | | | |
| Total | 6.131 | 3.452 | 3.296 | 3.014 | 2.814 | 2.600 | 2.600 | 2.600 | 2.600 | 1.500 |

- 3.3 An additional allocation of £1.000m has been requested for Roads Reconstruction and £0.128 for Girvan Harbour South Pier and £1.5m for Roads Reconstruction in years 2031/32, 2032/33 and 2033/34.
- 3.4 The revenue budget also includes funds for road improvement work, specifically relating to resurfacing schemes as well as ongoing maintenance work relating to carriageway patching, footway works, drainage, pothole repairs, ditch clearing, gully cleaning, clearing carriageway flooding, hedge pruning, verge maintenance and winter treatment.
- 3.5 The condition of the road network is reviewed annually as part of the process of compiling future year programmes using the scheme ranking system approved by the Ayrshire Shared Services Joint Committee at its meeting of 24 October 2014 and revised at the meeting on 10 November 2017. This approach ensures that the programme of works is developed to provide the maximum benefit to the area. The scheme ranking system takes into account factors including road condition; safety issues; the road hierarchy; the level of traffic on the road; stakeholder feedback and cost. The programme of work is reviewed and re-prioritised, with updated programmes brought forward for approval on an annual basis to Leadership Panel.
- 3.6 Grant applications will continue to be made to the Scottish Timber Transport Group, with match funding being provided from the roads maintenance element of the capital budget. If bids are successful, this will allow the Ayrshire Roads Alliance to carry out additional work on surface screeding and resurfacing on the essential timber transport routes.
- 3.7 Following Members agreeing in June 2017 to recognise representation they had received from communities regarding the introduction of 20mph speed limits, work is now ongoing to complete this programme of works and will be completed at the beginning of the new financial year.

3.8 The transport infrastructure is one of the most valuable Council assets and it is vital to the economic well-being and development of South Ayrshire. The infrastructure contributes significantly to the local economy and regeneration. The road asset carriageway alone is valued at £1.9 billion.

3.9 Further background is provided in [Appendix 2](#).

4. Proposals

4.1 The Roads Improvement Plan for 2022/23 is detailed in [Appendix 1](#) - Works Programme and includes details on improvement works for carriageway, street lighting, traffic, transportation, active travel schemes and timber transport route improvements. The schemes programmed will be carried out over the spring, summer and early autumn. Full engagement will be carried out in accordance with the protocol for engagement on the Ayrshire Roads Alliance projects as detailed in the report to Leadership Panel of 29 November 2016.

4.2 It should be noted that this programme has been prepared in advance of full consultation with statutory undertakers which may lead to unavoidable delays in delivering the programme to the timescale stated above. A statutory undertaker is any company that has a legal right to place and maintain their apparatus within the boundary of the public road.

4.3 The works will be carried out using two specification types:

- Re-surfacing with 30% Hot Rolled Asphalt . This provides a good wearing surface quality suitable for all conditions which provides a very durable surface with a high skid resistance. This is used on the 'A' and 'B' class roads.
- Screeding with close graded asphalt concrete overlay. This is a very good general purpose surface course. This is used on 'B', 'C' and 'U' class roads.

Programmes will be subject to change over the course of time.

Programme for Street Lighting

4.4 There are over 20,000 street lights in South Ayrshire. The proposed programme for 2022/23 has identified the parts of the network in poorest condition. This work will enable the reduction in the number of columns over thirty years old, along with improving the cable network. The schemes are contained in [Appendix 1](#) - Works Programme.

4.5 As in previous years, LED lighting is being provided in all locations which will reduce the power consumed on a 'per replaced unit'.

4.6 On average LED lighting reduces energy consumption by 50% to 65% with a seven and a half year payback period. It should be noted that due to LED performance issues, it is not yet possible to retrofit LED lighting to the majority of pre-1980 installations without complete renewal. The LED replacement programme is contained in [Appendix 1](#).

4.7 Of the remaining 270 lanterns still to be converted, over half (194) comprise those on remote footpaths. Others include heritage style lanterns in conservation areas

which require to re-fit with bespoke gear trays.

Programme for Traffic and Transportation

- 4.8 In addition to Capital allocation to traffic signals renewal funded through the five year capital investment for the network, the Ayrshire Roads Alliance compiles capital bid applications for traffic, transportation and active travel projects across the network. Bids are made inter alia to SPT, Sustrans, Paths for All and Smarter Choices/Safer Places. In addition, the Scottish Government provides South Ayrshire Council grant funding for cycling walking and safer routes initiatives. All this work includes active travel and road safety schemes. These schemes are contained in [Appendix 1](#) - Works Programme.

20mph in Rural Villages

- 4.9 Traffic Regulation Orders (TROs) have been approved by the Council's Regulatory Panel for a total of eleven villages, with schemes implemented. The remaining 4 schemes at design stage will be taken forward for consideration by the Regulatory Panel. This will include Community Council and Elected Ward Member engagement ahead of the public engagement requirement of any subsequent TRO on conclusion of the statutory process works will commence on site.

Programme for Structural Improvements

- 4.10 The capital projects to improve the South Ayrshire Council network for bridges are contained in [Appendix 1](#) - Works Programme. This work includes bridge design, replacement and strengthening works, culvert design and replacement stonework repairs to parapets, arches and the like.
- 4.11 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.12 The projects included in the Roads Improvement Plan are subject to change depending on changes in the condition of the road network.
- 4.13 Progress on implementation of the roads Improvement plan will continue to be reported to the Ayrshire Shared Services Joint Committee.

5. Legal and Procurement Implications

- 5.1 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 geographical area other than those which are maintained and managed by the Scottish Ministers. Accordingly, the proposals detailed within this report are in compliance with the discharge of the statutory responsibilities which are incumbent upon the Council as local roads authority.
- 5.2 There are no procurement implications arising from this report. All works will be carried out in-house or under the 3G Roads Minor Works Framework Contract

6. Financial Implications

- 6.1 The Road Improvement Plan for 2022/23 detailed in [Appendix 1](#) - Works programme will be funded from the Roads Capital and Revenue budget allocations

and grant funding subject to Council approval on 3 March 2022. Progress will continue to be reported to the Ayrshire Shared Service Joint Committee.

7. Human Resources Implications

7.1 There are no direct human resource Issues.

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 A delay in the delivery of the carriageway and footway structural maintenance, and street lighting programmes will expose the Council to potential risks with regard to the deteriorating condition of the road and lighting network. This may have a detrimental effect on the SPI for road condition and on the reduction targets for roads accidents.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 3](#).

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 Commitments 5 and 6 of the Council Plan: Stand up for South Ayrshire/ Increase the profile and reputation of South Ayrshire and the Council; and A Better Place to Live/ Enhanced environment through social, cultural and economic activities

13. Results of Consultation

13.1 Engagement arrangements for these projects will align with the report.

13.2 Consultation has taken place with Councillor Ian Cochrane, Portfolio Holder for Environment, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Director - Place will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Leadership Panel in the 'Council and Leadership Panel Decision Log' at each of its meetings until such time as the decision is fully implemented:

| <i>Implementation</i> | <i>Due date</i> | <i>Managed by</i> |
|---|-----------------|-------------------|
| Implementation of the Road Improvement Plan | 31 March 2023 | Head of Roads |

Background Papers **Capital Investment Programme 2022-23 to 2034-35**

Report to Leadership Panel of 29 November 2016 – [Ayrshire Roads Alliance – Engagement Arrangements and Update on Matters Relating to Holmston Road Cycleway](#)

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Date: 1 March 2022

**Appendix 1 - South Ayrshire Council- Ayrshire Roads Alliance
Carriageway Structural Maintenance Capital Programme over two years 2022/24**

Works Carried Over From 2021

| Route No | Town | Road Name | Works Description | Scheme Score | Estimated Cost |
|---|--------------|------------------------------------|---|---------------------|-----------------------|
| Uncl | Ayr | Sannox View | Full Length | N/A | £76,230 |
| Uncl | Ayr | Viewfield Road | Full length | N/A | £58,905 |
| Uncl | Ayr | Hunters Avenue | T Lights to Northfield | N/A | £129,150 |
| Uncl | Prestwick | Kyle Street | Full length | N/A | £54,180 |
| Uncl | Ayr | Dalmilling Drive | Full length | N/A | £71,904 |
| Uncl | Ayr | Taylor Street | Full Length | N/A | £109,141 |
| Uncl | Ayr | Carrick Avenue | Full Length | N/A | £100,947 |
| Uncl | Ayr | St Phillans Avenue | Full Length | N/A | £222,755 |
| Uncl | Ayr | Southpark Road | Full Length + fway works? | N/A | £125,364 |
| A719 | By Maybole | Maidens Ayr | North of Humeston | N/A | £98,572 |
| B734 | Old Dailly | Barr Old Dailly | Old Dailly to Penkill + drainage improvements | N/A | £108,000 |
| B7035 | By Girvan | Glendoune Houdston Road (Coalpots) | Braetoll South + S Power shut down | N/A | £100,500 |
| Uncl | Dailly | Back Road | Full Length | N/A | £107,646 |
| Uncl | Girvan | Carrick Street | Full Length | N/A | £44,499 |
| Uncl | Ayr | Kersepark Footway | Full length one side | N/A | £41,250 |
| Uncl | Ayr | Arthur Street Footway | Full | N/A | £26,186 |
| B7023 | Crosshill | King Street Footway | Shop side full length | N/A | £27,364 |
| C31 | Crosshill | Kirkmichael Road Footway | By Community Centre | N/A | £8,250 |
| Uncl | Girvan | Hawthorn Drive Footway | | N/A | £57,112 |
| Surface Dressing Works –Proposed 2023/24 | | | | | |
| U72 | By Dundonald | Crooks | Full Length | N/A | |
| U99 | By Symington | Dundonald Symington | C32 to U98 Corraith | N/A | |
| C115 | By Tarbolton | Parkmill Road | Parkmill to C114 | N/A | |
| C114 | By Tarbolton | Largie Road | 2 sections | N/A | |
| B744 | By Tarbolton | Tarbolton/Crosshands | C114 to Auchinweet | N/A | |
| C74 | By Ayr | Macnairston Road | Macnairston to Lochfergus | N/A | |
| C122 | By Minishant | School Road | Full Length | N/A | |
| C60 | By Maybole | Ladycross | Full Length | N/A | |
| C39 | By Ayr | Corton Road | A77 to Equestrian Centre | N/A | |

| | | | | | |
|--|---------------|---|--|-----|----------|
| C29 | By Maybole | North Water of Girvan - Maybole Road | 30 mph Maybole south to U3 | N/A | |
| U2 | By Maybole | Auchencross | C29 to Railway Bridge | N/A | |
| U25 | By Dailly | Delamford | B741 to Hadyard Hill | N/A | |
| U56 | Girvan | Golf Course Road | Newton Kennedy Br. to Knockvalley Cottages | N/A | |
| C102 | By Kirkoswald | Balvaired | Full Length | N/A | |
| Carriageway Resurfacing Works 2022/24 | | | | | |
| A719 | By Tarbolton | Failtoll Crossroads | By Lilylaw Farm | N/A | £173,875 |
| A759 | Dundonald | Bypass Road, Dundonald | Auchans to Palmer Mount | 61 | £219,000 |
| B730 | By Symington | B730 Tarbolton/Dundonald | Dankeith to B751 Junction | 53 | £158,763 |
| B730 | By Dundonald | B730 Bogend/A77(T) - Tarbolton Road/Dundonald, Dundonald | Slough Bridge to Tarbolton Road Dundonald | 53 | £265,500 |
| C92(C8) | By Craigie | Plewlands Road | Full Length incl part C8 to A719 | 47 | £139,040 |
| Uncl | Troon | Queens Drive | Full Length | 42 | £35,640 |
| B744 | By Tarbolton | B744 Garden Street/Tarbolton - Council Boundary, Tarbolton | From Barrmuirhill east to Auchinweet | 69 | £159,000 |
| B743 | By Mossblown | Ayr / Mossblown? | West from Brocklehill Farm | 53 | £271,250 |
| C115 | By Tarbolton | C115 Montgomerie Street/Tarbolton - C114 Jcn Sw Of Barhill, Mauchline | From Fail Bridge westwards | 50 | £123,200 |
| C37 | Auchincruive | Barrackhall Gibbseyard | TBC | 48 | £134,400 |
| Uncl | Ayr | Salt pans Road | North from Glebe Road | 46 | £48,750 |
| Uncl | Tarbolton | Springfield Road | Garden Street to No 50 | 46 | £35,200 |
| Uncl | Prestwick | Morris Road | Full Road | 43 | £34,320 |
| Uncl | Ayr | Green Street | Waggon Road to Crown Street | 42 | £67,760 |
| Uncl | Prestwick | Craigie Street | Full length | 39 | £11,638 |
| C74 | By Ayr | Macnairston Road | C105 to B742 Junction | 52 | £92,960 |

| | | | | | |
|-------|------------|---|--|-----|----------|
| B744 | By Annbank | B744 Jcn At B742 N Of Annbank - B743, Annbank | from B743 junction south-westwards | 63 | £120,000 |
| B742 | By Coylton | B742 Council Boundary - A70/Hillhead, Coylton | By Holebogs, S bend | 59 | £45,000 |
| B742 | By Coylton | B742 Council Boundary - A70/Hillhead, Coylton | From A70 at Hillhead south to C21 Craigs Road junction | 56 | £57,000 |
| B744 | Annbank | Weston Avenue | Craighall Way to 101 Weston Avenue | 56 | £70,875 |
| B742 | By Coylton | B742 A70 Hillhead - B744 Jcn N Of Annbank, Coylton | From Meadowhead Depot entrance south-wards | 55 | £97,500 |
| B744 | Annbank | Weston Brae | Full Length | 53 | £58,125 |
| B744 | Annbank | Browns Crescent | Full Length | 53 | £28,125 |
| B742 | By Coylton | B742 A70 Hillhead - B744 Jcn N Of Annbank, Coylton | Bridge of Coyle to C2 | 52 | £190,500 |
| B744 | By Annbank | B744 Belston/A70 - Weston Avenue/Annbank, Ayr | Auchincruive Junction to Glenview | 52 | £91,250 |
| U77 | By Coylton | Hole Road | Full Length | 46 | £43,360 |
| Uncl | Ayr | Ellisland Square | Full Length | 42 | £58,806 |
| Uncl | Ayr | Chapel Park Road | Full Length | 40 | £53,319 |
| B742 | By Maybole | B742 Jcn Of A77(T) Ne Of Maybole - Council Boundary S Of Dalrymple, Maybole | From B7045 junction westwards | N/A | £66,845 |
| A719 | By Dunure | A719 Smithy Bridge/Dunure - Croy Brae, Dunure | By Humeston, Castlehill woods to Pennyglen | 70 | £93,800 |
| A719 | By Dunure | A719 Smithy Bridge/Dunure - Croy Brae, Dunure | Cemetery to Drumshang | 67 | £182,000 |
| A719 | By Maidens | A719 Pennyglen/B7023 - Kirkoswald Road/Maidens, Maidens | Morrison Farm to Jct Blawearie | 56 | £186,000 |
| A719 | By Maidens | A719 Turnberry Road/Maidens - Maidens Road/Maidens, Turnberry | Maidens to Turnberry | 56 | £232,500 |
| B7023 | Maybole | Crosshill Road | Full Length | 56 | £56,250 |
| B7023 | Maybole | St Cuthbert's Road | Full Length | 53 | £28,125 |
| B7024 | Maybole | Alloway Road | Redbrae to Bypass | 51 | £71,250 |

| | | | | | |
|-------|---------------|---|---|----|----------|
| C122 | By Maybole | C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole | School to new Bypass | 50 | £18,150 |
| C122 | By Maybole | C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole | Ladycross to new Bypass | 50 | £24,192 |
| B7023 | Maybole | Crosshill Road | Full Length | 56 | £56,250 |
| B7023 | Maybole | Maybole Crosshill | 30mph Maybole to jcn C58 | 72 | £323,840 |
| A714 | Barrhill | Main Street | Full Length | 61 | £148,800 |
| B7027 | Barrhill | Knowe road | Jcn A714 to Dusk mill area. | 58 | £53,808 |
| B741 | Dailly | Girvan/Dailly | Bargany | 55 | £105,840 |
| C29 | Maybole | North Water of Girvan/Maybole Road | Wallacetown to Ruglen various locations | 55 | £136,125 |
| U52 | Pinwherry | Muck road | Various TBC | 52 | £76,800 |
| C45 | Ballantrae | Héronsford Road | A77- Laggan | 48 | £56,840 |
| U6 | By Ballantrae | Balkissock | Full length | 44 | £101,482 |

Footway Resurfacing Works 2022/24

| | | | | | |
|------|-----------|-----------------|--|----|---------|
| Uncl | Troon | Fullarton Drive | No 19 to No 37 | 30 | £16,500 |
| B730 | Dundonald | Drybridge Road | Bowling Green to Kilnford Dr | 28 | £14,500 |
| B730 | Dundonald | Drybridge Road | Kilnford Drive to A759 | 28 | £33,600 |
| C492 | Troon | Bentinck Drive | No 97 to No 121 | 28 | £20,000 |
| Uncl | Prestwick | Outdale Avenue | F/path Sherwood Road side , both sides | 30 | £38,300 |
| C17 | Tarbolton | Westport | Footway North side | 28 | £17,370 |
| B743 | Mossblown | Mauchline Road | Fourways to Railway Bridge North side | 28 | £15,300 |
| Uncl | Ayr | Content Avenue | South Side full length (College Side) | 28 | £8,400 |
| Uncl | Mossblown | Martin Avenue | | 28 | £15,300 |
| Uncl | Prestwick | Hunters Avenue | South from Heathfield Road, west side | 23 | £7,500 |

| | | | | | |
|------|-----------|-------------------|---|----|-------------------|
| Uncl | Ayr | Bellevue Crescent | | 34 | £37,800 |
| Uncl | Ayr | Hawthorn Drive | | 30 | £62,000 |
| B742 | Annbank | Weston Brae | | 28 | £10,700 |
| Uncl | Maidens | Ardlochan Road | | 30 | £20,000 |
| Uncl | Maybole | Hicks Avenue | No 2 to No 94 | 30 | £28,980 |
| Uncl | Maybole | Queens Terrace | No 17 to No 39 + cway see separate entry | 28 | £18,000 |
| Uncl | Maybole | Kingcraig Avenue | No 2 to No 32 + cway see separate entry | 28 | £22,800 |
| Uncl | Ayr | Lochpark | slab replacement | 23 | £20,425 |
| C151 | Dailly | Woodside | Both sides from Back St and Hadyard Terr | 30 | £20,400 |
| Uncl | Dailly | Church Crescent | Odd number side full length | 30 | £16,000 |
| Uncl | Crosshill | Newton Street | Church Side of road | 30 | £15,795 |
| Uncl | Dailly | Hadyard Terrace | Inside footway + part outer section | 28 | £54,400 |
| | | | TOTAL | | £6,928,827 |

**South Ayrshire Council- Ayrshire Roads Alliance
Lighting Programme 2022/23**

| Town | Location | Work Type | No of columns | Estimated Programme Cost |
|-----------|--|--|---------------|--------------------------|
| Ayr | James Street and Area | Carry forward from 2021/22 | 30 | £62k |
| Ayr | Auchendoon Crescent and various Service Roads | No existing lighting | 7 | £17k |
| Ayr | Dalmilling Road (Phase 2) | 5th Core supplies | 9 | £15k |
| Ayr | Sannox Road & Place (Phase 2) | 5th Core supplies | 8 | £20k |
| Maybole | Greenside (Phase 2) | Concrete columns | 9 | £20k |
| Prestwick | Mossbank | Old steel columns and 5th Core supplies (ongoing section faults) | 24 | £50k |
| Troon | Barassiebank Lane (part), Muir Dr and Wallace Dr | Concrete columns | 14 | £30k |
| | | | | £214k |

**South Ayrshire Council- Ayrshire Roads Alliance
LED Lighting Programme 2022/23**

| Town | Description | Remaining |
|--------------|-------------|------------|
| Ayr | - | 192 |
| Girvan | - | 38 |
| Maybole | - | 12 |
| Prestwick | - | 19 |
| Troon | - | 9 |
| Total | - | 270 |

**South Ayrshire Council- Ayrshire Roads Alliance
EV Charging Programme 2022/23 Externally Funded.**

| Town | Description | Estimated Cost |
|-----------------------------|--------------|----------------|
| Barrhill Community Car Park | 7Kw | £13,850 |
| Kirkoswald Main St Car Park | 22Kw | £13,090 |
| Tarbolton Community Campus | 22kw | £13,960 |
| Girvan Chalmers Arcade | 3x 7kw | £29,830 |
| Dundonald Activity Centre | 22kw | £13,450 |
| Mossblown Activity Centre | 22kw | £15,572 |
| | Total | £99,752 |

**South Ayrshire Council- Ayrshire Roads Alliance
Traffic and Transportation Programme 2022/23**

| Calculated Funding Totals | Sub-Bid | Match Detail | Total Bids | Project Description | Comments |
|--------------------------------|----------|--------------|------------|---|--|
| SPT | £39,000 | Match | £500,000 | Access for All Review Coylton | |
| | £400,000 | Match | | Alloway to Burton Construction | |
| | £11,000 | Match | | Dundonald to Barrasie Link Ph1 Construction | |
| | £50,000 | No Match | | SQP Various Projects | |
| Sustrans – Places for Everyone | £120,000 | Match | £262,543 | Access for All Review Coylton | Uncertainty Over Sustrans Bid 22/23 |
| | £100,000 | Match | | Alloway to Burton Construction | Uncertainty Over Sustrans Bid 22/23 |
| | £42,543 | Match | | Dundonald to Barrasie Link Ph1 Construction | Uncertainty Over Sustrans Bid 22/23 |
| | £0.00 | No Match | £0.00 | Loans to Troon Railway Station | New Bid depending on outcome of consultation/ public event |
| Sustrans – Cycle Shelter Fund | £10,000 | Direct Match | £10,000 | School Cycle Shelters | |
| SCSP | £158,150 | Hub Match | £158,150 | Active Travel Hub Ayr | |
| SAC in Kind | £0.00 | - | | Active Travel Hub Ayr | |
| CWSR | £41,000 | Match | £491,000 | Access for All Review Coylton | |
| | £250,000 | Match | | Alloway to Burton Construction | |
| | £40,000 | Match | | Signalisation B746 Kilmarnock Rd/Lang Rd/Commonwealth Dr Junction | |
| | £50,000 | Match | | Dundonald to Barrasie Link Ph1 Construction | |
| | £10,000 | Direct Match | | School Cycle Shelters | |
| CWSR | £20,000 | Hub Match | £100,000 | HUB Match Station Rd Dunure | |
| | £20,000 | Hub Match | | Hub Match -TBC | |
| | £20,000 | Hub Match | | Hub Match -TBC | |
| | £20,000 | Hub Match | | Hub Match -TBC | |
| | £20,000 | Hub Match | | Hub Match -TBC | |
| | | | | | |

| Calculated Funding Totals | Sub-Bid | Match Detail | Total Bids | Project Description | Comments |
|---------------------------|----------|--------------|-------------------|---|---|
| Developer Contribution | £130,000 | Match | £130,000 | Signalisation B746 Kilmarnock Rd/Lang Rd/Commonwealth Dr Junction | Total Dev Contribution amount available TBC |
| | | Total | £1,551,693 | | |
| ARA New Signals | £230,000 | Match | £200,000 | Signalisation B746 Kilmarnock Rd/Lang Rd/Commonwealth Dr Junction | |
| | | Total | £1,751,693 | | |

**South Ayrshire Council-Ayrshire Roads Alliance
Traffic and Transportation Signal Replacement 2022/23**

| Signal No | Town | Description | Work Type | Estimated Programmed Cost |
|--------------|------|---------------------------|---------------------------------|---------------------------|
| SAS 15 | Ayr | Castlehill Rd/Chalmers Rd | Junction Replacement | £60,000 |
| SA59 | Ayr | Whitletts Road/Craigie Rd | Junction Replacement | £50,000 |
| SA17 | Ayr | Whitletts Rd/Mainholm Rd | Junction Replacement | £45,000 |
| SAP1 | Ayr | Holmston Rd | Pedestrian Crossing Replacement | £35,000 |
| Total | | | | £190,000 |

**South Ayrshire Council - Ayrshire Roads Alliance
Structures Capital Programme 2022/23**

| Description | Work Type | Estimated Programme Cost |
|--------------------|---|---------------------------------|
| A79-30 | Victoria Bridge Joint Replacement and waterproofing | £300,000 |
| A79-30 | Victoria Bridge Concrete Repairs and Painting | £490,571 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | £790,571 |

Appendix 2 – Further Background

1. Condition of the Road Network

- 1.1 The Scottish Road Maintenance Condition Survey (SRMCS) commissioned by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of all Local Authorities in Scotland began in 2002. The surveys cover all local authority A class roads in both directions every two years; all B and C class roads in both directions every four years; and a 10% sample of unclassified roads in one direction every year. This allows a direct year-on-year comparison for the A class road network.
- 1.2 The results of the survey are used to classify the road network into one of three categories:
- Green – roads are in a satisfactory condition.
 - Amber – roads requiring further investigation and/ or monitoring.
 - Red – roads where maintenance operations are likely to be required.
- 1.3 A Road Condition Index (RCI) is derived from two years survey data and it is the sum of the red and amber categories. The RCI has been adopted as the Statutory Performance Indicator for the condition of the local road network and it is defined as ‘the percentage of the road network which should be considered for maintenance treatment’. An increase in the figure indicates deterioration in the road condition. The lower the value the better the road condition.
- 1.4 Table 1 summarises the RCI results from the SRMCS over the last seven years and the budget allocated to Carriageway Structural Maintenance.

Table 1: Road Condition Index 2014/16 – 2020/22

| Two Year Condition | 2014/16 | 2015/17 | 2016/18 | 2017/19 | 2018/20 | 2019/21 | 2020/22 |
|-----------------------------------|---------|---------|---------|---------|---------|---------|---------|
| Scottish Average | 37.0% | 36.4% | 36.7% | 36.3% | 35.8% | 35.5% | 34.2% |
| South Ayrshire | 44.2% | 42.3% | 41.0% | 41.3% | 40.6% | 40.9% | 39.0% |
| South Ayrshire Ranking | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| Quartile | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Average Annual Spend on Surfacing | £2.0m | £1.5m | £2.0m | £2.5m | £2.5m | £2.5m | |

- 1.5 Table 2 below shows the RCI for each category of road.

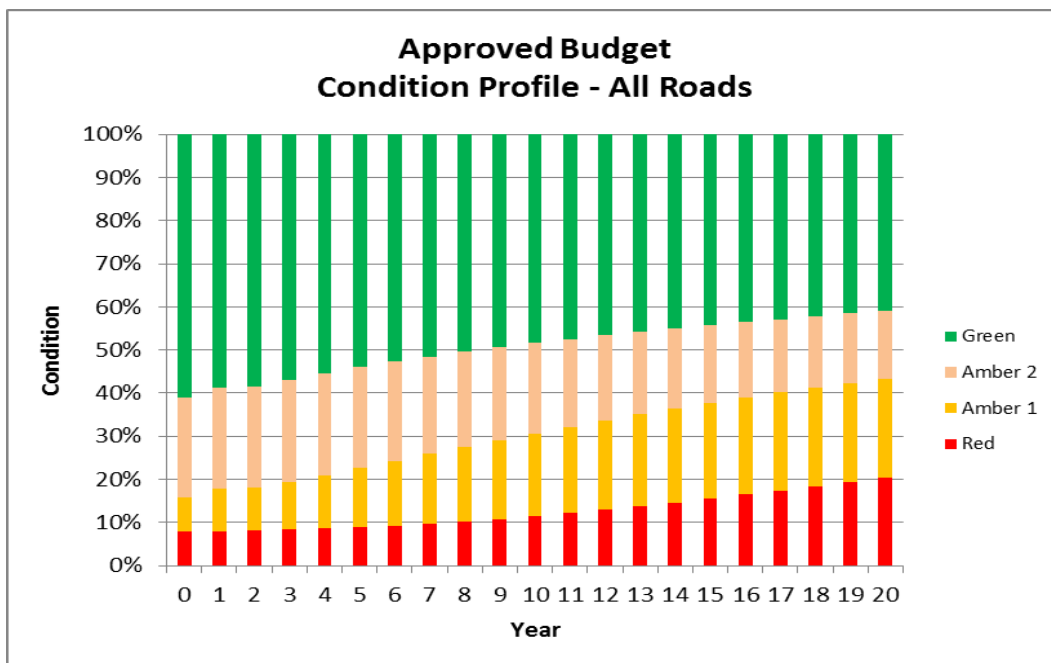
Table 2: South Ayrshire Road Condition Index by Category 2014/16 – 2020/22

| RCI | Overall | A Class | B Class | C Class | U Class |
|----------------|---------|---------|---------|---------|---------|
| 2020/22 | 34.2% | 28.9% | 34.4% | 37.9% | 42.9% |
| 2019/21 | 40.9% | 34.1% | 37.3% | 40.8% | 43.4% |
| 2018/20 | 40.6% | 34.1% | 36.9% | 42.2% | 42.4% |

| | | | | | |
|----------------|-------|-------|-------|-------|-------|
| 2017/19 | 41.3% | 36.1% | 38.1% | 42.4% | 42.9% |
| 2016/18 | 41.0% | 38.2% | 40.7% | 41.4% | 41.4% |
| 2015/17 | 42.3% | 38.6% | 43.9% | 40.2% | 43.3% |
| 2014/16 | 44.2% | 41.7% | 48.9% | 43.9% | 43.3% |

- 1.6 The development of the Road Asset Management Plan and the adoption of the WDM roads management system provides improved resources to address the backlog and deal with any surface defects detected. Additional WDM modules were introduced and developed in 2017 in relation to project scheme builder and a new customer care package was introduced in July 2020 for public access.
- 1.7 In addition to road condition which is determined through the SRMCS, this work establishes the current value required to be spent to maintain the road network in a steady state condition, and the current backlog to enable the roads in South Ayrshire to achieve a road condition index of 10%. The steady state value is £5.7m per year and the backlog figure is £46.4m. It has recently been reported that investment nationally over the last seven years has seen a 26% reduction. Continued reduction in budgets will see a further increase in the current backlog figure. The allocation of £2.5m for carriageway resurfacing in 2022/23 falls short of the steady state value but some elements of revenue funding, such as structural patching and surface screeding, contributes directly to improve the road condition thereby reducing the funding gap. The increased investment between 2015 and 2018 addressed the immediate problems that presented at that time, but the overall network continues to have a significant backlog of improvement required,
- 1.8 The SRMCS work also estimates how the road condition may change over the coming years if the structural maintenance budget remains at the proposed level without further additional investment. This table does not include the budget allocated from revenue for structural patching and surface dressing.

Table 3: Condition Profile



- 1.9 The RCI is predicted to deteriorate over future years without increased investment. As the road condition deteriorates more expensive treatments become necessary. This impacts on a static budget as inflationary pressures increase the treatment costs and results in less of the network being resurfaced. The risk to the Council

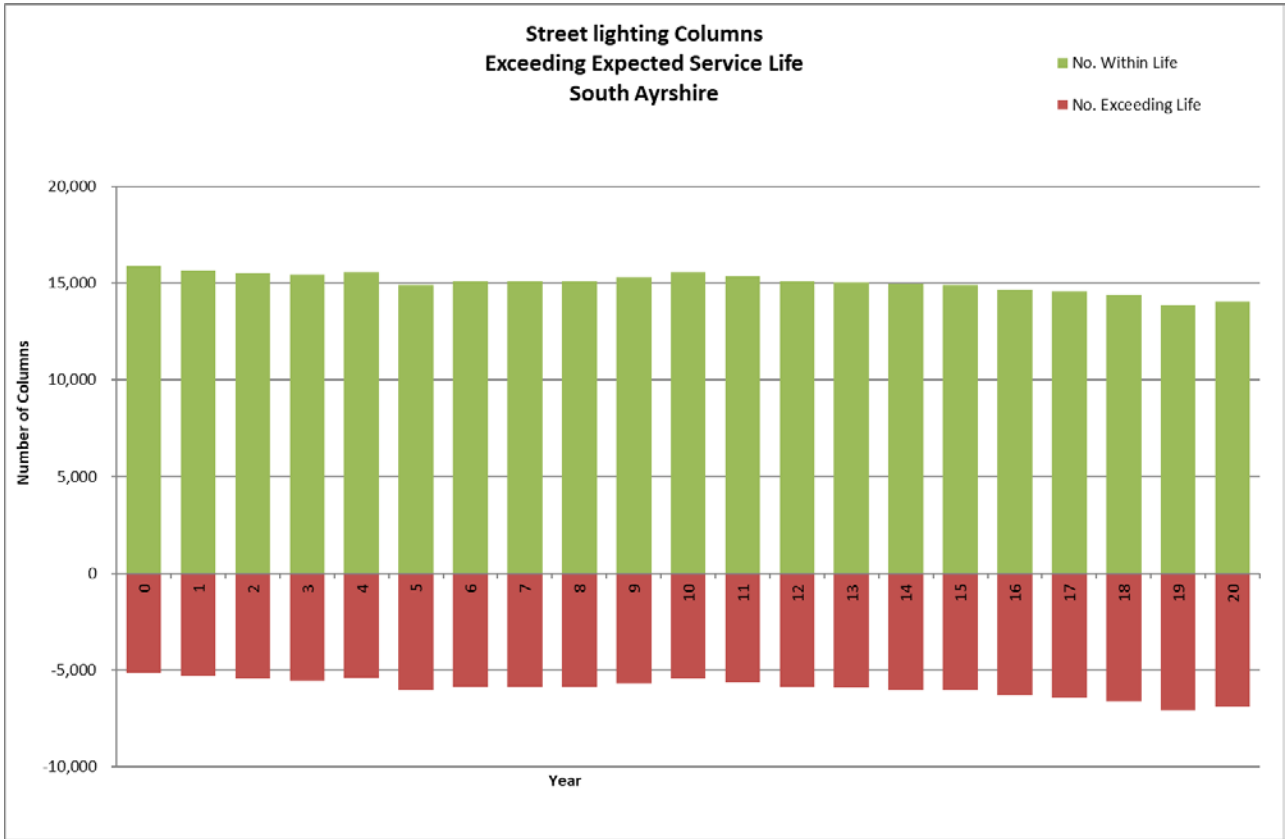
will be managed by implementing a robust carriageway inspection regime, ensuring that potholes are repaired as quickly as possible, implementing a programme of structural patching in addition to the carriageway resurfacing and screeding programmes and consider the use of alternative materials to undertake carriageway repairs.

- 1.10 For this year's programme, engineers' assessment surveys of the A, B, C and U class road networks have been completed, as has a similar exercise on the urban footway network. Using this information, inspection records, comments received from Elected Members and the general public from the consultation exercise outlined above and the data from the SRMCS, a number of carriageway and footway schemes have been identified and prioritised using the Scheme Ranking Systems for inclusion in the Structural Maintenance Programme for 2022/23.
- 1.11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2022/23, projects will be brought forward up to the limit of the current allocation and schemes listed to be implemented in future years may be brought forward, should funding allow. Conversely, the number of individual schemes may be reduced if the available budget is insufficient.
- 1.12 Any additional schemes which the Ayrshire Roads Alliance are considering for future years are reviewed as part of the ongoing process for compiling future programmes. These schemes will be prioritised along with other schemes identified throughout the year from inspection reports.
- 1.13 The schemes identified meet the criteria for inclusion in the various programmes. It is noted that weather conditions contribute to deteriorating road conditions, and works carried out by the statutory undertakers make result in amendments being required to the programme. Accordingly, it may be necessary to re-prioritise the named schemes and include other relevant schemes dependent on the current road conditions during 2022/23.
- 1.14 The Council maintained the investment in our Roads and Bridge Assets over the past two years as part of a longer term improvement plan. The Roads Surfacing and Infrastructure programme for 2021/22 made good progress across South Ayrshire despite COVID, however, some projects were carried forward from 2020/21 due to the initial lockdown. The RCI continues to improve within South Ayrshire
- 1.15 Material shortage was experienced during 2021 and this was managed working closely with contractors and amending the programme to suit. Increased costs were also an issue with Coal Tar having an impact this year and will in future years on sites that were developed pre-1984. It is envisaged that rising costs will be an issue in 2022/23 as a result of increased bitumen costs and vehicles no longer permitted to be fuelled with Red Diesel.

Condition of Road Lighting

- 1.14 In 2020/21, 26% of street lighting columns were over 30 years old. At current capital investment levels this is expected to increase over the coming years with 33% achieved by 2041. 163 columns (less than 1%) were replaced in 2020/21 whereas to keep within a 30 year service life, the figure should be around 650 (3%)

Table 4 Streetlighting Condition



South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

1. Policy details

| | |
|---------------------------------------|---|
| Policy Title | South Ayrshire Council Road Improvement Plan 2022/23 |
| Lead Officer (Name/Position/Email) | Kevin Braidwood, Head of Roads - Kevin.Braidwood@ayrshireroadsalliance.org |

2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts

| Community or Groups of People | Negative Impacts | Positive impacts |
|---|------------------|------------------|
| Age – men and women, girls & boys | No | Yes |
| Disability | No | Yes |
| Gender Reassignment (Trans/Transgender Identity) | No | Yes |
| Marriage or Civil Partnership | No | Yes |
| Pregnancy and Maternity | No | Yes |
| Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers | No | Yes |
| Religion or Belief (including lack of belief) | No | Yes |
| Sex – gender identity (issues specific to women & men or girls & boys) | No | Yes |
| Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight | No | Yes |
| Thematic Groups: Health, Human Rights & Children's Rights | No | Yes |

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.

| Socio-Economic Disadvantage | Negative Impacts | Positive impacts |
|--|------------------|------------------|
| Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing | - | - |
| Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future | - | - |
| Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies | - | - |
| Area Deprivation – where you live (rural areas), where you work (accessibility of transport) | - | - |
| Socio-economic Background – social class i.e. parent’s education, employment and income | - | - |

4. Do you have evidence or reason to believe that the policy will support the Council to:

| General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty | Level of Negative and/or Positive Impact (High, Medium or Low) |
|---|---|
| Eliminate unlawful discrimination, harassment and victimisation | No adverse impact identified. Low |
| Advance equality of opportunity between people who share a protected characteristic and those who do not | No adverse impact identified. Low |
| Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?) | No adverse impact identified. Low |
| Increase participation of particular communities or groups in public life | No adverse impact identified. Low |
| Improve the health and wellbeing of particular communities or groups | High positive impact. SAC shall be seen to offer facilities which encourage tourists and positive impacts on the local economy. |
| Promote the human rights of particular communities or groups | No adverse impact identified. Low |
| Tackle deprivation faced by particular communities or groups | No adverse impact identified. Low |

5. Summary Assessment

| | |
|--|--|
| <p>Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)</p> | <p>_____ YES</p> <p>_____ NO</p> |
| <p>Rationale for decision:</p> <p>There are no negative implications associated with these proposals which are designed to deal with known issues around unregulated parking. All objectives shall be applied to ensure equality in approach and inclusion</p> | |

Signed : Kevin Braidwood

Head of Roads

Date: 24 February 2022