

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

Subject: Road Improvement Plan 2024-2026

1. Purpose

1.1 The purpose of this report is to seek Cabinet approval for the 2024/26 Road Improvement Plan for carriageway, footways, street lighting and other related infrastructure improvements.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the road improvement plan for 2024/2026 contained in [Appendix 1](#); and

2.1.2 approves the Carriageway and Footway Programme for 2024/2026 in [Appendix 1](#).

3. Background

3.1 At its meeting on 29 February 2024, the Council approved capital allocations to be included in the Roads Improvement Plan for the period from 2035/36. 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; vehicle restraint barriers; adapting to climate change, slope stabilisation, bridge, coastal and harbour work.

3.2 The capital allocations requested for the 2024/25, 2025/26 and 2026/27 are highlighted in Table 1 below and were confirmed following approval of the Capital Investment Programme on 29 February 2024.

Table 1: Capital Investment Budgets 2024/25-2033/34

Programme	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	28/29 (£m)	29/30 (£m)	30/31 (£m)	31/32 (£m)	32/33 (£m)	33/34 (£m)
Roads Reconstruction	3.324	2.500	2.500	2.500	2.500	2.500	2.500	1.500	1.500	1.500
Street lighting	0.205	0.250	0.250	-	-	-	-	-	-	-
LED Replacement	-	-	-	0.100	0.100	0.100	0.100	-	-	-

Programme	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	28/29 (£m)	29/30 (£m)	30/31 (£m)	31/32 (£m)	32/33 (£m)	33/34 (£m)
Bridges Capital	0.362	0.200	-	-	-	-	-	-	-	-
Victoria Bridge	0.300	-	-	-	-	-	-	-	-	-
Girvan Harbour	0.500	-	-	-	-	-	-	-	-	-
Girvan Sth Pier	0.075	-	-	-	-	-	-	-	-	-
Vehicle restraint barriers	0.050	0.050	-	-	-	-	-	-	-	-
Local Flood Plan	0.152	0.064	0.064	-	-	-	-	-	-	-
Climate Change St Ninians Prk	0.050	0.220	0.150	-	-	-	-	-	-	-
EV charging infrastructure	0.220	-	-	-	-	-	-	-	-	-
Total	5.238	3.284	2.964	2.600	2.600	2.600	2.600	1.500	1.500	1.500

- 3.3 **Road Reconstruction and Improvement:** Additional funding has been added to the programme in the amount of £2,500,000 in 2035-36 to continue to provide road users with an improved and safer road network which will have fewer potholes and a smoother surface.
- 3.4 **Girvan South Pier Repairs:** The total amount of investment for 2024-25 will be £75,000.
- 3.5 **Adapting to Climate Change – St Ninian’s Park Proposals:** Investment of £420,000 has been included in the programme over three years (£50,000 in 2024-25, £220,000 in 2025-26 and £150,000 in 2026-27) to reduce flood risk to properties in Prestwick and to improve the environment of St Ninian’s Park.
- 3.6 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.
- 3.7 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 considers 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 the Cabinet.
- 3.8 Grant applications will continue to be made to the Scottish Timber Transport Group, with match funding being provided from the road’s maintenance element of the capital budget. For 2024/25, Ayrshire Roads Alliance has submitted bids to Scottish

Timber Transport for C1- U8 towards Straiton to U57, Corieshill Farm northwards for 360m, A759 at Loans Cross Southwards to U57 Fullerton Rd Jct and B746 eastwards to A78T off slip and on-slip.

3.9 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.

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

4. Proposals

4.1 The Roads Improvement Plan for 2024/26 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 conducted 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 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 an exceptionally 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 particularly 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 streetlights in South Ayrshire. The proposed programme for 2024/25 has identified the parts of the network in poorest condition. This work will enable the further reduction in the number of concrete columns (from 334 to 289), along with the removal of unreliable Scottish Power cable networks. The schemes are contained in [Appendix 1](#) - Works Programme.

4.5 As in previous years, LED lighting is being provided in all locations.

4.6 The remaining eight lanterns still to be converted in the LED replacement programme are heritage style lanterns on the New Bridge and Auld Brig in Ayr which will be completed in associated repair works in 2024.

4.7 The LED replacement programme is contained in [Appendix 1](#).

Programme for Traffic and Transportation

- 4.8 The Ayrshire Roads Alliance compiles capital bid applications for traffic, transportation, and active travel projects across the network. Bids have historically been made inter alia to SPT, Sustrans and SCSP. In addition, the Scottish Government historically provided South Ayrshire Council grant funding for cycling walking and safer routes (CWSR) via a direct block grant award. Transport Scotland have undertaken a major review in the way that capital funding for active travel projects will be allocated to Local Authorities, with the ramifications that these changes will have to Council funding summarised in 4.9.
- 4.9 The main change is in relation of the discontinuation of several grant award funds including SCSP and CWSR, to be replaced by a new direct block grant received by each Council for the delivery of Active Travel delivery. This block grant forms 'Tier 1' of a new tiered grant award fund that will be accessible to Local Authorities. Detail is still emerging on this new funding mechanism, with further updates expected from Transport Scotland. At this juncture, we have no indication of what the Council's Tier 1 direct block grant award will be for 2024/25.
- 4.10 Changes have also been made to Active Travel infrastructure funding to introduce alternative funding options for scheme design and scheme construction. Sustrans – Places for Everyone grant funding will remain available for the **design** stage of Active Travel infrastructure projects, with the newly created Active Travel Infrastructure Fund the new mechanism for applying for larger grants for the **construction** stage of Active Travel infrastructure projects. Other funding, such as the Tier 1 block grant, will be available to be used for either design or construction.
- 4.11 Another change to the forthcoming financial year relates to SPT funding. ARA submitted bids to SPT on behalf of Council in October 2023 as has been the normal process in recent years. After the submission of these bids SPT advised all Local Authorities that following a change in their own funding there was unlikely to be any capital grant awards offered to Local Authorities for 2024/25. SPT indicated that the change in their own funding award was very unexpected, and they remain in ongoing discussion with Transport Scotland around this matter. Because of this situation, it at present appears unlikely that Council will receive any capital grant award from SPT for 2024/25.

A summary of indicative external grant funding for 2024/25 is shown within [Appendix 1](#) - Works Programme, with comments aligning with the summary of funding changes provided above.

Programme for Structural Improvements

- 4.12 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.
- 4.13 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.14 The projects included in the Roads Improvement Plan are subject to change depending on changes in the condition of the road network.

- 4.15 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 2024/25 detailed in [Appendix 1](#) - Works programme will be funded from the Roads Capital and Revenue budget allocations and grant funding approved by Council on 29 February 2024. 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 regards 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, 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 Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

13. Results of Consultation

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

13.2 Consultation has taken place with Councillor Bob Pollock, 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 of Housing, Operations and Development 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 Cabinet in the 'Council and Cabinet 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 2024/25	31 March 2025	Head of Roads Ayrshire Roads Alliance

Background Papers **Capital Investment Programme 2024-25 to 2035-36**

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

Person to Contact **Head of Roads, Ayrshire Roads Alliance**
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Date: 11 April 2024

Appendix 1 SAC Ayrshire Roads Alliance (SAC) - Carriageway Structural Maintenance Programme [Works carried over from 2023/24]

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
Uncl	Ayr	Saltpans Road	North from Glebe Road	£51,506.25	6-7th & 13-14th July '24 (weekends)	
Uncl	Prestwick	Morris Road	Full Road	£54,270.00	8 July '24	19 July '24
Uncl	Ayr	Green Street	Waggon Road to Crown Street	£93,264.00	20 July-4 Aug '24 (3 weekends)	
Uncl	Prestwick	Craigie Street	Full Road	£20,100.00	29 July '24	2 Aug '24
C74	By Ayr	McNairston Road	C105 to B742 Junction	£277,200.00	5 August '24	18 August '24
B744	By Annbank	B744 Belston/A70 - Weston Ave, Annbank	Auchincruive Junction to Glenview	£95,812.50	17 June '24	5 July '24
Uncl	Ayr	Ellisland Square	Full Road	£92,125.00	19 August '24	1 September '24
Uncl	Ayr	Chapel Park Road	Full Road	£77,606.00	2 September '24	8 September '24
Uncl	Prestwick	St Cuthberts Road	St Andrews Ave to Kirklandholm	£35,007.50	9 September '24	15 September '24
B7027	Barrhill	Knowe Road	From Knockycoid Cottage southwards for 470metres	£47,376.00	27 May '24	10 June '24
Uncl	Colmonell	Craigneil Road	Full Road	£67,000.00	7 Oct '24	20 Oct '24
Uncl	Maybole	Hicks Avenue	Full Road	£63,000.00	26 Aug '24	13 Sept '24
				£947,267.25		

Ayrshire Roads Alliance - Carriageway Structural Maintenance Programme 2024/26 – New sites

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
B742	Dalrymple	Dalrymple Road	Dalrymple to Barnford Farm	£105,000.00	23 Sept '24	6th Oct '24
B749	Troon	Monktonhill Road	Southwood jct to Isle of Pin	£220,500.00	1 April '24	22 April '24
B749	Troon	Craigend Road	Fullarton Drive railway bridge to South Beach	£175,875.00	22 April '24	5 May '24
B749	Troon	South Beach	Lochend Road to Academy Street jct	£231,000.00	6 May '24	20 May '24
B734	Colmonnell	Colmonell Road	Colmonell - A77	£106,560.00	22 April '24	10 May '24
C44	Dailly	Dailly to Turnberry Road	Farden towards Drummock	£112,560.00	13 May '24	27 May '24
B742	Mossblown	Sandyford Road	From a point 180 metres east of A719 junction eastwards for 680m	£137,088.00	30 September '24	14 October '24
A70	Coylton	Joppa	Hole Road jct to Pharmacy	£119,437.50	1 July '24	15 July '24
C145	Ayr	Hillfoot Road	Holmston Road to Holmston Drive	£91,875.00	14 October '24	28 October '24
Uncl	Ayr	Dalmilling Road	Harthall to Mainholm Road	£105,000.00	15 July '24	29 July '24
C39	Ayr	Doonholm Road	Alloway to the Loaning	£63,000.00	29 July '24	12 August '24
Uncl	Maybole	Queens Terrace	Full Road	£119,762.50	17 June to 5 July '24	
Uncl	Maybole	Kingcraig Avenue	Full Road			
Uncl	Maybole	Chesney Grove	Full Road			
Uncl	Maybole	Cargill Road	Full Road			
C1	Straiton	Newton Stewart Road	U8 towards Straiton to U57 (Kirnereoch)	£240,800.00	22 July '24	16 August '24
B7045	Maybole	Cassilis to Kirkmichael Road	From a point 180 metres east of A719 junction eastwards for 680m	£72,576.00	26 Aug '24	13 Sep '24
B746	Loans	Loans to Fullarton Road	A759 at Loans Cross southwards to U75 Fullarton Road junction	£306,600.00	20 May '24	17 June '24
Uncl	Maybole	Carrick Street	From Ladyland Road to B77	£26,130.00	21 Oct '24	27 Oct '24
Uncl	Maybole	Wellington Street	From Ladyland Road to Carrick Street	£18,090.00	28 Oct '24	3 Nov '24
Uncl	Maybole	Manse Street	Drumellan St to Abbot Street	£20,100.00	4 Nov '24	10 Nov '24
Uncl	Girvan	The Avenue	Church Sq to Orchard Ave	£75,040.00	11 Nov '24	17 Nov '24
Uncl	Girvan	Louisa Dr	Knockcushan St to Duncan Street	£103,640.00	18 Nov '24	24 Nov '24
Uncl	Girvan	Ailsa Street West	A77 to Louisa Drive	£48,156.00	25 Nov '24	1 Dec '24
Uncl	Girvan	Harbour St	Full length	£26,250.00	2 Dec '24	8 Dec '24
	Girvan	Harbour Ln	Full length	£33,810.00	9 Dec '24	15 Dec '24
Uncl	Ayr	Peggieshill	Full length	£287,000.00	1 July '24	29 July '24
Uncl	Ayr	Kincaidston Drive	Full length	£562,500.00	1 July '24	29 July '24
B7023	Maybole	Maybole/Crosshill	C58-Cemetary	£297,606.40	1st April '24	19 April '24
				£3,455,250.00		
			Total Carriageway Estimated Cost	£4,429,517.25		
			Timber Transport Fund If successful	£156,688.00		
				£4,272,829.25		

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
Uncl	Mossblown	Martin Avenue	Both Sides	£16,065	28 October '24	11 November '24
Uncl	Prestwick	Outdale Avenue	Sherwood Road to Marchburn Avenue	£20,184.57	16 September '24	30 September '24
Uncl	Ayr	Content Avenue	South side Full Length - college side	£10,572.87	11 November '24	18 November '24
Uncl	Ayr	Bellevue Crescent	(require to look at trees first)	£36,524.46	tbc	tbc
Uncl	Ayr	Hawthorn Drive	tbc	£62,000	18 November '24	2 December '24
B744	Annbank	Weston Brae	One side	£10,700	2 December '24	16 December '24
Uncl	Maidens	Ardlochan Road	tbc	£21,000	13 January '24	31 January '24
Uncl	Ayr	Lochpark	Slab replacement	£21,446.25	31 January '24	17 February '24
Uncl	Dailly	Church Crescent	odd number side - full length	£16,800	13 January '24	31 January '24
Uncl	Maybole	Hicks Avenue	Full length	£28,980		
				£244,273.15		

SAC Ayrshire Roads Alliance - Footways Structural Maintenance Programme (New Sites 24/25)

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date	ARA SCORE
B730	Dundonald	Drybridge Road	Bowling Green to Kilnford Drive	£19,223.40	TBC	TBC	28
				£0.00			
				£263,496.55			

**South Ayrshire Council- Ayrshire Roads Alliance
Lighting Programme 2023/24**

Town	Location	Work Type	No of columns	Estimated Programme Cost
Ayr	Chalmers Avenue, Belmont Avenue & Morton Road	Replacement of unreliable 5th Core with local authority cable network	9	42k
Ayr	Cunningham Crescent & Area	Replacement of unreliable 5th Core with local authority cable network	8	40k
Girvan	Rowan Road Area	Old steel columns & unreliable 5th Core	24	45k
Maybole	Ashgrove Avenue	Old deteriorated concrete columns	5	4k
Prestwick	Pleasantfield Road	Old steel columns, 5th Core services and poor lighting levels	14	32k
Troon	Concrete Column replacements Phase 2	Old deteriorated concrete columns	49	41k
				£204k

**South Ayrshire Council- Ayrshire Roads Alliance
LED Lighting Programme 2024/25**

Town	Description	Remaining
Ayr	-	8
Total	-	8

**South Ayrshire Council- Ayrshire Roads Alliance
Traffic and Transportation Programme 2024/25**

Calculated Funding Totals	Sub-Bid	Match Detail	Total Bids	Project Description	Comments
Strathclyde Partnership for Transport (SPT)	£700,000	Match Required	£800,000* (See Comments)	Local Cycle Network Improvements – various Active Travel projects (details tbc)	Further to the submission of ARA bids to SPT for 2024/25, an update was received from SPT to clarify that there had been a significant cut to their Capital grant funding from the Scottish Government. Based on the information available at this juncture, we are <u>not</u> expecting any capital grant funding from SPT for 2024/25.
	£100,000	No Match		SQP Various Projects	
Sustrans – Places for Everyone	£200,000	No Match	£518,444	Ayr to Prestwick	Bids submitted - awaiting confirmation of bid review from Sustrans
	£250,000	No Match		Prestwick to Barassie	
	£68,444	No Match		Girvan Active Travel (Quayzone to Grangetown)	
Smarter Choices, Smarter Places (SCSP)	£0	N/A	£0* (See Comments)	N/A	As a consequence of a major review of Active Travel funding at a national level, the SCSP funding stream has been discontinued. Funding previously associated with

					SCSP will instead be incorporated into a block grant award to Council - this will constitute an award to Council under 'Tier 1' of this new funding model.
Cycling, Walking, Safer Routes (CWSR)	£0	No Match	£0* (See Comments)	Various Active Travel project interventions to provide indirect funding match to Active Travel Hub Project (details TBC) Various Active Travel projects	As a consequence of a major review of Active Travel funding at a national level, the CWSR funding stream has been discontinued. Funding previously associated with CWSR will instead be incorporated into a block grant award to Council - this will constitute an award to Council under 'Tier 1' of this new funding model.
Active Travel Tier 1 Block Grant	£718,000	No Match	£718,000	Various Active Travel Projects - projects to align with Action Plan from the Active Travel Strategy, details TBC	This marks a new Active Travel grant award, administered as a block grant to Council and replacing other previous grant awards as noted above. The exact level of grant funding is unknown at this stage, however it has been assumed that this will be at least similar in scale to the Council's 2023/24 CWSR grant award.
Active Travel Infrastructure Fund (ATIF)	£378,000	No Match	£3,458,000	Loans - Troon Phase 3 (North Drive)	This is a newly created Transport Scotland fund and details on exact funding requirements are yet to be confirmed - bids lodged and currently being evaluated by Transport Scotland.
	£80,000			A759 Traffic Signals (Dundonald)	
	£3,000,000			Dundonald - Barassie Phase 1	
Road Safety Improvement Fund (RSIF)	£210,000	No Match	£210,000 (Estimated Figure)	Various road safety project interventions - details TBC	Estimated figure included is based on the assumption that any grant award will be similar in size to the amount received in 2023/24.
		Total	£4,776,654		(WITH SPT BIDS INCLUDED)
		Total	£3,976,654		(WITH SPT BIDS OMITTED)

South Ayrshire Council - Ayrshire Roads Alliance Structures Capital Programme 2024/25

Description	Work Type	Estimated Programme Cost
A79-30	Victoria Bridge	£300,000
	Bridge Works General	£362,000
U49 Littleton Farm	Littleton Farm, Slope Stabilisation, Design Only	£50,000
Girvan Harbour	Girvan Harbour Timber Jetty Repairs	£500,000
Girvan Harbour	South Pier Quay Sheet Piling Repairs	£75,000
	Vehicle Restraint barriers	£50,000

South Ayrshire Council – Ayrshire Roads Alliance Structures Revenue Programme 2024/25

Description	Work Type	Estimated Programme Cost
U55/10	Netherton Culvert Dalrymple Stonework Repairs	£30,000
FB.Ayr/20	Turners Bridge Repairs to anti-slip surfacing	£2,500
U66/20	Pinmullan Bridge Barr stonework repairs	£6,000
C122/10	Garryhorn Bridge stonework repairs	£10,000
T.Troon/50	Central Ave culvert wing wall repairs	£4,000
B7024/70	Slaphouse Bridge scour repairs	£5,000
T.Ayr/290	Cairnsmore Culvert headwall repairs	£6,000
C11/15	Dalvennan meadow bridge	£7,000
	Total	£70,500

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 2016/18 – 2022/24

Two Year Condition	2016/18	2017/19	2018/20	2019/21	2020/22	2021/23	2022/24
Scottish Average	36.7%	36.3%	35.8%	35.5%	34.2%	33.6%	TBC
South Ayrshire	41.0%	41.3%	40.6%	40.9%	39.0%	37.4%	35.5%
South Ayrshire Ranking	27	27	27	27	27	26	TBC
Quartile	4	4	4	4	4	4	4
Average Annual Spend on Surfacing	£2.0m	£2.5m	£2.5m	£2.5m	£2.5m	£2.5m	£2.5m

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

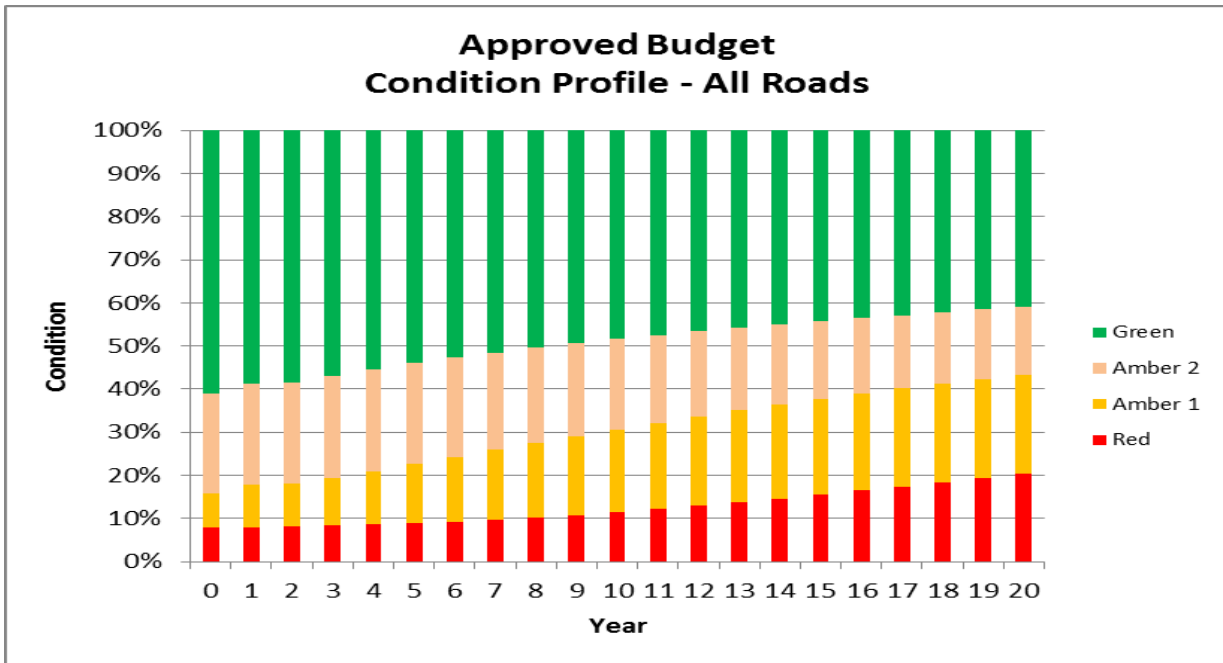
Table 2: South Ayrshire Road Condition Index by Category 2014/16 – 2022/24

RCI	Overall	A Class	B Class	C Class	U Class
2022/24	35.5%	21.7%	31.0%	38.1%	38.5%
2021/23	37.4%	23.0%	32.5%	38.9%	41.0%

2020/22	39.0	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. In 2022 Artificial intelligence was introduced as part of our inspection regime and in 2024/25 a gully monitoring and management system will be introduced.
- 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 £6.786m per year and the backlog figure is £50.6m. 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 £3.2m for carriageway resurfacing in 2024/25 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.
- 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



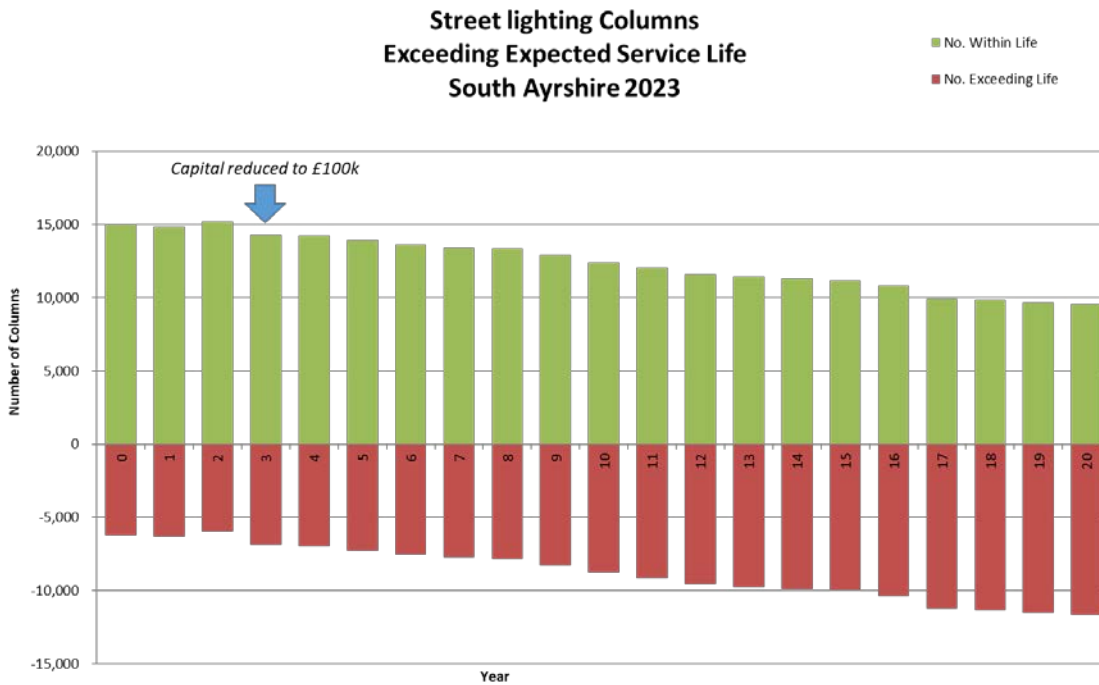
- 1.9 The RCI is predicted to deteriorate over future years without increased investment. As the road condition deteriorates more expensive treatments become necessary. This impacts on a static budget as inflationary pressures increase the treatment costs and results in less of the network being resurfaced. 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 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 2024/25.
- 1.11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2024/25, 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 2024/25.

- 1.14 The Roads Surfacing and Infrastructure programme for 2023/24 made satisfactory progress across South Ayrshire however, some projects are carried forward from 2023/24 due to increased inflationary pressures and bitumen increases. **The RCI continues to improve within South Ayrshire with South Ayrshires Classified Roads again seeing an annual improvement, with last years moving to 12th best in Scotland from 27th, we expect a further improvement in South Ayrshires Ranking.**
- 1.15 Material shortage was experienced during 2023/24 and this was managed collaborating 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 continue to be an issue in 2024/25 because of increased bitumen costs.

Condition of Road Lighting

- 1.16 In 2022/23, 31.2% of street lighting columns were over 30 years old (the service life of modern galvanised steel lighting columns). At current capital investment levels this is expected to remain stable until the planned reduction of capital funding level to £100k in 2026/27. It is projected that maintaining this level will see the percentage of columns exceeding service life increase, achieving 33% by 2026 and 40% by 2033. Through a combination of Capital and Revenue funding, 195 columns (1%) were replaced in 2022/23 whereas to keep within a 30-year service life, the figure should be around 650 (3%).

Table 4 Street lighting 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 2024/25
Lead Officer (Name/Position/Email)	Director of Housing, Operations and Development

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

Director of Housing, Operations and Development

Date: 4 March 2024