

**South Ayrshire Council**

**Report by Director of Housing, Operations and Development  
to Cabinet  
of 29 April 2025**

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**Subject: Road Improvement Plan 2025-2026**

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**1. Purpose**

- 1.1 The purpose of this report is to seek Cabinet approval for the 2025/26 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 2025/2026 contained in [Appendix 1](#); and
- 2.1.2 approves the Carriageway and Footway Programme for 2025/2026 in [Appendix 1](#).

**3. Background**

- 3.1 At its meeting on 27 February 2025, the Council approved capital allocations to be included in the Roads Improvement Plan for the period to 2036/37. 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 additional capital allocations requested for the 2025/26, 2026/27 and 2027/28 are outlined in section 3.3 to 3.7 and are included in Table 1 below and were confirmed following approval of the Capital Investment Programme on 27 February 2025.

**Table 1: Capital Investment Budgets 2025/26-2035/36**

Programme	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)	34/35 (£m)	35/36 (£m)
Roads Reconstruction	1.581	2.500	2.500	2.500	2.500	1.500	1.500	1.500	1.500	2.500	2.500
Street lighting	0.150	0.150	-	-	-	-	-	-	-	-	-

<b>Programme</b>	<b>25/26 (£m)</b>	<b>26/27 (£m)</b>	<b>27/28 (£m)</b>	<b>28/29 (£m)</b>	<b>29/30 (£m)</b>	<b>30/31 (£m)</b>	<b>31/32 (£m)</b>	<b>32/33 (£m)</b>	<b>33/34 (£m)</b>	<b>34/35 (£m)</b>	<b>35/36 (£m)</b>
LED Replacement	-	-	0.025	0.025	0.025	0.025	-	-	-	-	-
Bridges Capital	0.600	-	-	-	-	-	-	-	-	-	-
Victoria Bridge	0.281	-	-	-	-	-	-	-	-	-	-
Millennium and Craigholm Bridges	0.145	0.145	-	-	-	-	-	-	-	-	-
C12 Dunure Slope Stabilisation	0.130	-	-	-	-	-	-	-	-	-	-
Vehicle restraint barriers	0.073	0.050	0.050	0.050	-	-	-	-	-	-	-
Cattle grid renewal	0.033	0.033	0.033	-	-	-	-	-	-	-	-
Girvan Harbor Jetty repairs	0.504	-	-	-	-	-	-	-	-	-	-
Local Flood Risk Plan	0.153	0.064	0.064	0.064	0.064	-	-	-	-	-	-
Ayr Depot	0.250	-	-	-	-	-	-	-	-	-	-
Climate Change St Ninians Park	0.255	0.150	-	-	-	-	-	-	-	-	-
EV charging infrastructure	0.281	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4.436</b>	<b>3.092</b>	<b>2.672</b>	<b>2.614</b>	<b>2.564</b>	<b>2.600</b>	<b>1.500</b>	<b>1.500</b>	<b>1.500</b>	<b>2.500</b>	<b>2.500</b>

- 3.3 **Road Reconstruction and Improvement:** Additional funding has been added to the programme in the amount of £2,500,000 in 2036-37 (but not shown in the table above) to continue to provide road users with an improved and safer road network which will have fewer potholes and a smoother surface.
- 3.4 **ARA – Millenium and Craigholm bridges:** Funding of £290,000 has been added to the programme over two years (£145,000 in 2025-26 and £145,000 in 2026-27) for works to enhancement the appearance and lifespan of both bridges.
- 3.5 **ARA – Vehicle Restraint Barriers:** Funding of £150,000 has been added to the programme over three years (£50,000 in 2026-27, £50,000 in 2027-28 and £50,000 in 2028-29) for the continued replacement of vehicle restraint barriers to meet upgraded design standards.
- 3.6 **ARA – Cattle grid renewal programme:** Funding of £100,800 has been added to the programme over three years (£33,600 in 2025-26, £33,600 in 2026-27 and £33,600 in 2027-28) for the replacement of various cattle grids that are reaching end of life.
- 3.7 **ARA – Local Flood Risk Plan:** Additional funding has been added to the programme in the amount of £64,000 in 2027-28, £64,000 in 2028-29 and £64,000 in 2029-30 to continue to provide funding for the 3rd cycle of the Local Flood Risk Management Plan

which is in the early stages of development and will result in further studies being required.

- 3.8 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.
- 3.9 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.
- 3.10 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 2025/26, Ayrshire Roads Alliance has submitted bids to Scottish Timber Transport for C1 Newton Stewart Road from Balbeg Farm to Tairlaw Bridge, Straiton and Barr Road from Strawberry Fields to Barr Village, Barr.
- 3.11 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.
- 3.12 Further background is provided in [Appendix 2](#).

#### **4. Proposals**

- 4.1 The Roads Improvement Plan for 2025/26 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.

### ***Programme for Street Lighting***

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

- 4.4 There are over 20,000 streetlights in South Ayrshire. The proposed programme for 2025/26 has identified the parts of the network in poorest condition. This work will enable the further reduction in the number of concrete columns (from 238 to 193), 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.

### ***Programme for Traffic and Transportation***

- 4.6 The Ayrshire Roads Alliance have submitted several applications to both Sustrans and the Active Travel Infrastructure Fund (ATIF) for funding in 2025/26, (£3.447m Sustrans & £8,505m ATIF) these applications will continue the design work of existing Active Travel projects and also see the construction of Dundonald to Barassie, Maybole Phase 1 & Loans to Troon Phase 3 if successful.
- 4.7 South Ayrshire Council have secured £20m in Levelling Up Fund Round 3, £4m of this will be used towards the Prestwick to Barassie & Barassie to Dundonald Active Travel Routes. split £1m towards Dundonald to Barassie in 2025/26 and the remaining £3m towards Prestwick to Barassie in 2026/27.
- 4.8 The Ayrshire Roads Alliance continue to work closely with the Ayrshire Growth Deal to deliver high quality road improvements around the Glasgow Prestwick Airport cluster, a more detailed update on these proposals will be submitted by the AGD following discussions with the Scottish & UK Governments.
- 4.9 In addition to the above, the Ayrshire Roads Alliance are also anticipating receipt of direct block grant awards from Transport Scotland for Active Travel Tier 1 funding (£718,000) and the Road Safety Improvement Fund (£270,338). Ayrshire Roads Alliance are currently awaiting formal confirmation of these grant offers, however as and when received the Ayrshire Roads Alliance will develop detailed programs for 2025/26 in relation to traffic, transportation, and active travel.
- 4.10 The Ayrshire Roads Alliance also submitted a bid for £100,000 of funding to Strathclyde Partnership for Transport (SPT) - if successful this funding would be used to upgrade bus infrastructure throughout the Council area, based on feedback from both SPT and Stagecoach as the main bus operating company in South Ayrshire.
- 4.11 In the interim, a summary of indicative external grant funding for 2025/26 is shown within [Appendix 1](#) - Works Programme, with comments aligning with the summary of funding changes provided above.

### ***Programme/***

## ***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 4G Roads Minor Works Framework Contract.

## **6. Financial Implications**

- 6.1 The Road Improvement Plan for 2025/26 detailed in [Appendix 1](#) - Works programme will be funded from the Roads Capital and Revenue budget allocations and grant funding approved by Council on 27 February 2025. 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. Integrated Impact Assessment (incorporating Equalities)

9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and/ or negative impacts and/ or areas that require further consideration. The IIA Summary Report is attached as [Appendix 3](#) which includes information on any mitigating or follow-up action required.

9.2 A copy of the fully completed IIA can be accessed [here](#).

## 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 Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

13. **Link to Shaping Our Future Council** Yes ☐ No ☒

13.1 Not applicable.

## 14. Results of Consultation

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

14.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Environment, and the contents of this report reflect any feedback provided.

## 15. Next Steps for Decision Tracking Purposes

15.1 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:

Implementation	Due date	Managed by
Implementation of the Road Improvement Plan 2024/25	31 March 2026	Head of Roads Ayrshire Roads Alliance

**Background Papers**     **Capital Investment Programme 2025-26 to 2036-37**

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**Date:**    **17 April 2025**

**Appendix 1 SAC Ayrshire Roads Alliance (SAC) - Carriageway Structural Maintenance Programme [Works carried over from 2024/25]**

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
B7027	Barrhill	Knowe Road	From Knockycoid Cottage southwards for 470metres	£53,406.44	27 May.24	10 June.24
B744	By Annbank	B744 Belston/A70 - Weston Ave, Annbank	Auchincruive Junction to Glenview	£129,696.00	17 June.24	5 July.24
Uncl	Ayr	Saltpans Road	North from Glebe Road	£110,832.17	6 July.24	14 July.24
Uncl	Prestwick	Morris Road	Full Road	£91,057.61	8 July.24	19 July.24
Uncl	Ayr	Green Street	Waggon Road to Crown Street	£207,126.28	20 July.24	4 Aug.24
Uncl	Prestwick	Craigie Street	Full Road	£31,117.00	29 July.24	2 Aug.24
Uncl	Maybole	Hicks Avenue	Full Road	£104,000.00	26 Aug.24	13 Sept.24
Uncl	Colmonell	Craigneil Road	Full Road	£67,000.00	7 Oct.24	20 Oct.24
C74	By Ayr	McNairston Road	C105 to B742 Junction	£97,608.00	21 April.25	
Uncl	Ayr	Ellisland Square (Positive for coal tar)	Full Road (Coal Tar)	£125,000.00	2 June.25	
				<b>£1,016,843.50</b>		



**Ayrshire Roads Alliance - Carriageway Structural Maintenance Programme 2025/26 – New sites**

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
B749	Troon	Monktonhill Road	Southwood jct to Isle of Pin	£258,912.68	1 April.24	22 April.24
B7023	Maybole	Maybole/Crosshill	C58-Cemetary	£297,606.40	1 April.24	19 April.24
B749	Troon	Craigend Road	Fullarton Drive railway bridge to South Beach	£196,419.00	22 April.24	5 May.24
B734	Colmonell	Colmonell Road	Colmonell - A77	£142,521.42	22 April.24	10 May.24
B749	Troon	South Beach	Lochend Road to Academy Street jct	£301,318.00	6 May.24	20 May.24
C44	Dailly	Dailly to Turnberry Road	Farden towards Drummock	£71,137.22	13 May.24	27 May.24
Uncl	Maybole	Queens Terr/Kingcraig Ave/Chesney Grove	Full Road	£166,275.43	17 June.24	5 July.24
Uncl	Ayr	Kincaidston Drive ph1	Marigold Sq to Honeysuckle Park	£180,172.00	1 July.24	29 July.24
Uncl	Ayr	Peggieshill ph1	Dalmling Road to Nursery Road	£96,302.00	1 July.24	29 July.24
A70	Coylton	Joppa	Hole Road junction to Pharmacy	£150,828.29	1 July.24	12 Aug.24
C39	Ayr	Doonholm Road	Alloway to the Loaning			
Uncl	Maybole	Cargill Road	Full Road	£40,878.00	8 July.24	22 July.24
C1 (STTS)	Straiton	Newton Stewart Road	U8 towards Straiton to U57 (Kirnereoch)	£240,800.00	Ph1 22 July.24 Ph2 24 Feb.24	16 Aug.24 4 March.24
B7045 (STTS)	Maybole	Cassilis to Kirkmichael Road	From a point 180 metres east of A719 junction eastwards for 680m	£84,452.78	26 Aug.24	13 Sep.24
B742	Dalrymple	Dalrymple Road	Dalrymple to Barnford Farm	£123,245.05	23 Sept.24	6th Oct.24
C145	Ayr	Hillfoot Road	Holmston Road to Holmston Drive	£121,492.19	14 Oct.24	28 Oct.24
Uncl	Girvan	Louisa Dr	Knockcushan St to Duncan Street	£103,640.00	3 Mar.25	
Uncl	Ayr	Peggieshill Road Ph2	Nursery Road to Fenwickland Ave	£100,000	7 April.25	
B742	Dalrymple	Dalrymple Road	Barnford Farm to Nether Culzean	£125,000.00	22 April.25	
B742	Mossblown	Sandyford Road	From a point 180 metres east of A719 junction eastwards for 680m	£140,700.00	19 May.25	
Uncl	Ayr	Kincaidston Drive Ph2	Honeysuckle Park to Dalmellington Road	£300,000.00	30 June.25	

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
Uncl	Ayr	Dalmilling Road	Harthall to Mainholm Road	£275,000.00	28 July.25 (Pos for coal tar)	
Uncl	Girvan	Ailsa Street West	A77 to Louisa Drive	£48,156.00	28 July.25 REQUIRES CORING	
Uncl	Girvan	The Avenue	Church Sq to Orchard Ave (SW repairing damage sewer main, requires time to settle prior to resurfacing)	£75,040.00	11 Aug.25 REQUIRES CORING	
Uncl	Prestwick	Bellevue Road	Main Street to Adamton Road	TBC	18 Aug.25 REQUIRES CORING	
Uncl	Maybole	Carrick Street	From Ladyland Road to B77	£26,130.00	25 Aug.25 REQUIRES CORING	
Uncl	Maybole	Wellington Street	From Ladyland Road to Carrick Street	£18,090.00	1 Sept.25 REQUIRES CORING	
Uncl	Maybole	Manse Street	Drumellan St to Abbot Street	£20,100.00	8 Sept.25 REQUIRES CORING	
Uncl	Girvan	Harbour Ln	Full length	£33,810.00	22 Sept.25 REQUIRES CORING	
Uncl	Girvan	Harbour St	Full length	£26,250.00	29 Sept.25 REQUIRES CORING	
C1 (STTS BID)	Straiton	Newton Stewart Road	From Balbeg Farm to Tairlaw Bridge	TBC	TBC	
B734 (STTS BID)	Barr	Barr Road	From Strawberry Fields to Barr Village	TBC	TBC	
Uncl	Ayr	Chapel Park Road	Full Road	£55,984.95	26/27	
Uncl	Prestwick	St Cuthberts Crescent	St Andrews Ave to Kirklandholm	£38,587.50	26/27	
				<b>£3,858,848.91</b>		
			<b>Total Carriageway Estimated Cost</b>	<b>£4,875,692.41</b>		
			<b>Timber Transport Successful funding</b>	<b>£167,150.00</b>		
				<b>£4,708,542.41</b>		

**SAC Ayrshire Roads Alliance - Footways Structural Maintenance Programme (New Sites 25/26)**

<b>Route No</b>	<b>Town</b>	<b>Road Name</b>	<b>Works Description</b>	<b>Estimated Cost</b>	<b>Start date</b>	<b>Completion Date</b>
Uncl	Mossblown	Martin Avenue	Both Sides	£28,300	28 Oct.24	11 Nov.24
Uncl	Ayr	Hawthorn Drive		£62,000	18 Nov.24	2 Dec.24
B744	Annbank	Weston Brae	One side	£10,700	2 Dec.24	16 Dec.24
Uncl	Ayr	Bellevue Crescent	Require to assess trees	£40,000.00	8 Sept.25	
Uncl	Maidens	Ardlochan Road	Full length	£40,000.00	6 Oct.25	
Uncl	Dailly	Church Crescent	odd number side - full length	£17,000.00	3 Nov.25	
B730	Dundonald	Drybridge Road	Bowling Green to Kilnford Drive	£20,000.00	18 Aug.25	
Uncl	Ayr	Lochpark	Slab replacement, require to assess trees	£21,446.25	26/27	
				<b>£239,446.25</b>		

**South Ayrshire Council- Ayrshire Roads Alliance  
Lighting Programme 2025/26**

Town	Location	Work Type	No of columns	Estimated Programme Cost
Ayr	Ayr - Old Hillfoot Road, Hillfoot Crescent & Souter Place	Old steel columns & unreliable 5th Core	6	30k
Girvan	Birch Terrace, Chestnut Drive & Beech Way	Old steel columns & unreliable 5th Core	15	40k
Troon	Concrete Column Replacements Ph3	Old deteriorated concrete columns	32	55k
Maybole	Welltrees Street & Ladyland Road	Scottish Power undergrounding Overheads (completed 24/25)	14	25k
				<b>£150k</b>

**South Ayrshire Council- Ayrshire Roads Alliance Traffic  
and Transportation Programme 2025/26**

Calculated Funding Totals	Sub-Bid	Match Detail	Total Bids	Project Description	Comments
Strathclyde Partnership for Transport (SPT)	£200,000	No Match	£300,000	Programme of projects to encourage walking and cycling.	Bids submitted, however SPT are awaiting confirmation from Transport Scotland on their own Capital grant funding from the Scottish Government, which may impact on the assessment of grant bids.
	£100,000	No Match		Bus Infrastructure Improvements – various (details tbc)	
Sustrans – Places for Everyone			£3,447,017		
Culzean Way	£805,650	No Match		Active travel route from Ayr to Grangeston	Application submitted to carry out RIBA Stage 2
Girvan Town	£332,592	No Match		Active Travel within Girvan	Application submitted to carry out RIBA Stage 0-2 of new active travel within Girvan – project to compliment Girvan to Grangeston
Accessible Ayr Phase 1	£799,000	No Match		Active Travel in Ayr Town Centre (south of river)	Route 1 currently being progress through detail design stage, application to complete phase 1
Accessible Ayr Phase 2	£827,775	No Match		Active Travel in Ayr Town Centre (north of river)	Application submitted to carry out detailed design of phase 2
				Improvements to	Application submitted to

Prestwick To Barassie	£682,000	No Match		NCN7 Prestwick to Barassie	Sustrans to complete detailed design, construction application to be submitted to TS in January 2026
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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	No current confirmation on the likely funding award for 2025/26, however it is anticipated that this will be similar in amount to the 2024/25 grant offer received.
Active Infrastructure Fund (ATIF)			£8,505,000		
Dundonald to Barassie	£3,000,000			Active Travel Route linking Barassie with Dundonald	Application submitted to construct route in 2025/26
Girvan to Grangeston	£578,000			Active Travel Route linking Grangeston with Girvan Quay	Application submitted to carry out developed design.
Ayr to Prestwick	£212,084			Upgrades to NCN7 Ayr to Prestwick	Application submitted to carry concept & feasibility of potential improvements to NCN7
Loans to Troon	£540,000			Final phase of Loans to Troon Active Travel route	Construction of phase 3 (North Drive)
Maybole High Street	£4,000,000			Road Safety Improvements including Public Realm	Application submitted to construct MAT1
River Ayr Bridge	£175,000			New pedestrian and cycle bridge over River Ayr	Application submitted to carry concept & feasibility of potential new bridge over River Ayr
Road Safety Fund (RSIF)	£270,338	No Match	£270,338	Various road safety project interventions - details TBC	The grant award figure shown is a potential allocation figure provided by Transport Scotland.
		Total	£13,240,355		

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

<b>Description</b>	<b>Work Type</b>	<b>Estimated Programme Cost</b>
A79-30	Victoria Bridge	£282,000
Ayr Harbour	South Pier Structural Assessment	£50,000
A79-40	Bridge Works General : John Street Railway Bridge	£507,180
U740-10	Bridge Works General : Barbieston Bridge	£86,820
U49 Littleton Farm	Littleton Farm, Slope Stabilisation, Design Only	£820,000
Girvan Harbour	Girvan Harbour Timber Jetty Repairs	£505,000
Girvan Harbour	South Pier Quay Sheet Piling Repairs	£75,000
Various Routes	Vehicle Restraint barriers	£50,000
C12 Dunure	Slope Stabilisation	£130,000

**South Ayrshire Council – Ayrshire Roads Alliance**

<b>Description</b>	<b>Work Type</b>	<b>Estimated Programme Cost</b>
FB.Ayr/20	Turners Bridge Repairs to anti-slip surfacing	£5,000
C122/10	Garryhorn Bridge stonework repairs	£10,000
T.Troon/50	Central Ave culvert wing wall repairs	£4,000
T.Ayr/290	Cairnsmore Culvert headwall repairs	£6,000
U48	Knockbain Cattle Grid Replacement	£16,000
U100/10	Martnaham Lochend Bridge	£5,000
B746/40	Corraith Burn Culvert – Stonework Repairs	£14,000
A714/70	Burnfoot Bridge – Reinforced Concrete Repairs	£15,000
A714/150	Feoch Bridge – Concrete, Stonework and Embankment Repairs	£20,000
C15/10	Townhead Bridge – Stonework Repairs	£9,800
U27/32	Forgie's Culvert	£10,000
	<b>Total</b>	<b>£114,800</b>

## 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 2017/19 – 2023/25**

Two Year Condition	2017/19	2018/20	2019/21	2020/22	2021/23	2022/24	2023/25
Scottish Average	36.3%	35.8%	35.5%	34.2%	33.6%	34.1%	34.7%
South Ayrshire	41.3%	40.6%	40.9%	39.0%	37.4%	35.5%	34.0%
South Ayrshire Ranking	27	27	27	27	26	24	20
Quartile	4	4	4	4	4	3	3
Average Annual Spend on Surfacing	£2.5m	£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.

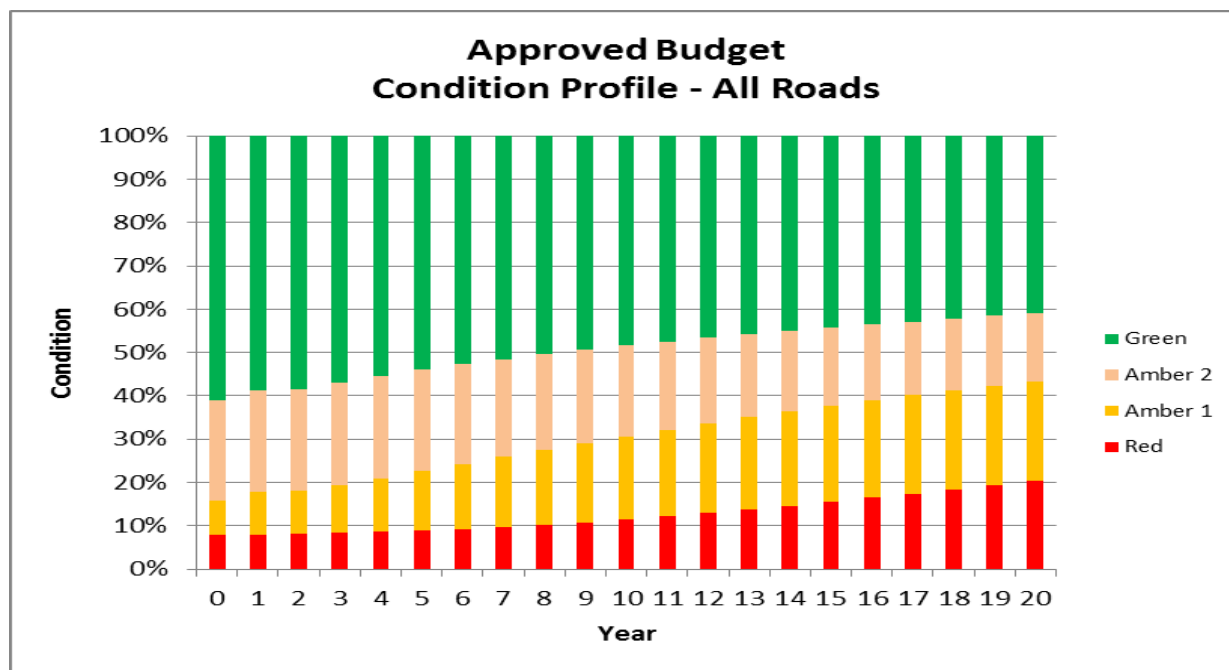
**Table 2: South Ayrshire Road Condition Index by Category 2014/16 – 2023/25**

<b>RCI</b>	<b>Overall</b>	<b>A Class</b>	<b>B Class</b>	<b>C Class</b>	<b>U Class</b>
<b>2023/25</b>	34.0%	23.4%	28.6%	37.6%	36.4%
<b>2022/24</b>	35.5%	21.7%	31.0%	38.1%	38.5%
<b>2021/23</b>	37.4%	23.0%	32.5%	38.9%	41.0%
<b>2020/22</b>	39.0	28.9%	34.4%	37.9%	42.9%
<b>2019/21</b>	40.9%	34.1%	37.3%	40.8%	43.4%
<b>2018/20</b>	40.6%	34.1%	36.9%	42.2%	42.4%
<b>2017/19</b>	41.3%	36.1%	38.1%	42.4%	42.9%
<b>2016/18</b>	41.0%	38.2%	40.7%	41.4%	41.4%
<b>2015/17</b>	42.3%	38.6%	43.9%	40.2%	43.3%
<b>2014/16</b>	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. For the 2025/26 Carriageway Structural Maintenance Programme onwards the online hosted version of the WDM Scheme Builder module has been introduced to produce the ARA Scheme Score replacing the original WDM Scheme Builder Windows based module used since April 2017. The hosted Scheme Builder is much more efficient producing the ARA Scheme Score which saves staff time and resources.
- 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 £1.5m for carriageway resurfacing in 2025/26 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: Typical 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 2025/26
- 1.11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2025/26, 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

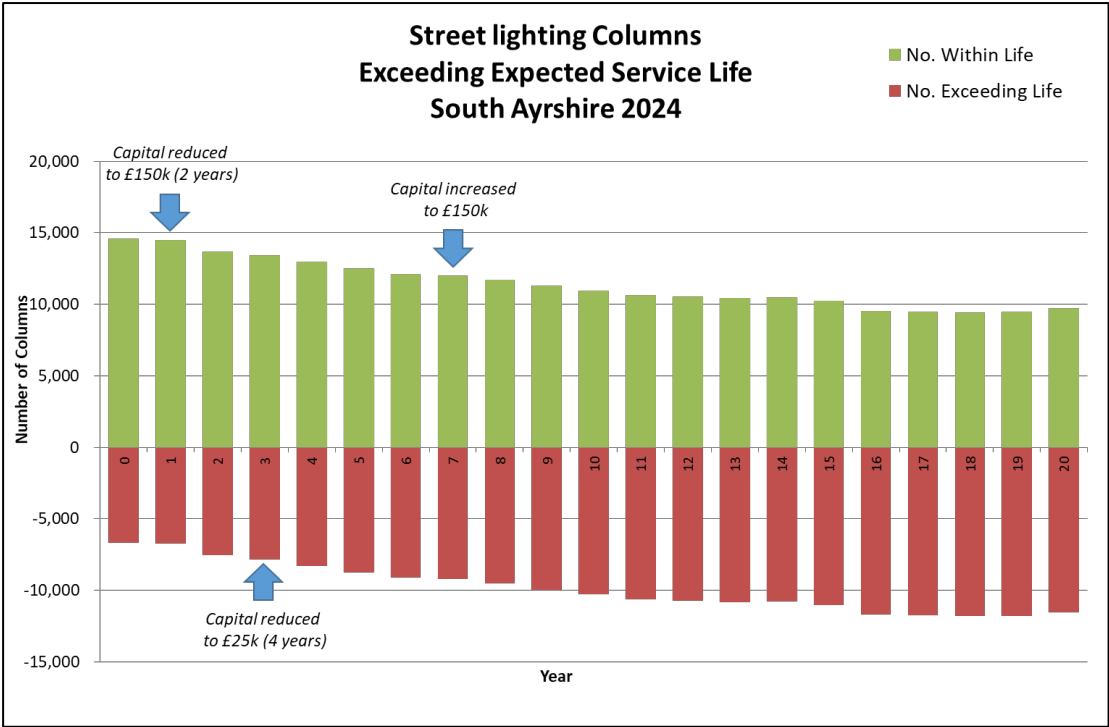
required to the programme. Accordingly, it may be necessary to re-prioritise the named schemes and include other relevant schemes dependent on the current road conditions during 2025/26

- 1.14
- The Roads Surfacing and Infrastructure programme for 2023/24 made satisfactory progress across South Ayrshire however, some projects were carried forward due to increased inflationary pressures and bitumen increases. The RCI continues to improve within South Ayrshire with A class roads again seeing an annual improvement, with last years' moving from 9th to 7th best in Scotland which puts the Council into the 1st quartile for A Class Road Condition, the first time since the recording of WDM road condition surveys commenced in 2006/08.
- 1.15
- Material shortage was experienced during 2024/25 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 2025/26 because of increased bitumen costs.

Condition of Road Lighting

- 1.16
- In 2023/24, a third of street lighting columns were over 30 years old (the service life of modern galvanised steel lighting columns). It is projected (table 4a) that the reduction of capital funding level to £150k (from £250k) in 2025/26 and 2026/27 and further reduced to £25k from 2027/28, will see the percentage of columns exceeding service life markedly increase, achieving 35% by 2026/27, 40% by 2029/2030 and 50% by 2035/2036. (This projection assumes returning capital funding to £150k p.a. from 2031/32).
- Through a combination of Capital and Revenue funding, 217 columns (1.1%) were replaced in 2023/24 whereas to keep within a 30-year service life, the figure should be around 660 (3.3%). The annualised depreciation cost (the figure to attain steady state) for 2023/24 was £752,666

Table 4a Forecast of Columns Exceeding Expected Service Life



As the number of columns exceeding expected service life increases in the coming years, it is anticipated that the number of column failures will increase adding pressure on revenue funding through non-planned column replacement.

The SCOTS Roads Asset Management Plan (RAMP) Performance Indicator Results are shown in Table 4b. Since 2021/22 our percentage score within our 'family' group of nine Councils, has been higher than the Family Group Average score. While our score prior to 2021/22 had been below than the Scotland Average score based on all 32 Scottish Councils, it is now slightly higher. Restoring capital investment in street lighting replacement would improve the current position.

**Table 4b Percentage of columns which have exceeded their Expected Service Life**

<b>Year</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>
<b>Council</b>	25.62%	25.99%	28.83%	31.19%	33.47%
<b>APSE family group</b>	26.71%	28.54%	25.70%	29.63%	30.32%
<b>Scotland average</b>	27.64%	28.71%	31.00%	30.20%	33.32%

**Table 4c Street Lighting Column Quantities**

<b>Column Material</b>	<b>Quantity</b>
Non Galvanised Steel	3,852 (19.5%)
Galvanised Steel	15,176 (76.8%)
Concrete	304 (1.5%)
Aluminium (pre 2000)	32 (0.2%)
Aluminium (post 2000)	222 (1.1%)
Decorative (Heritage Style)	181 (0.9%)
<b>Total</b>	<b>19,767 (100.0%)</b>

## Integrated Impact Assessment Summary Report

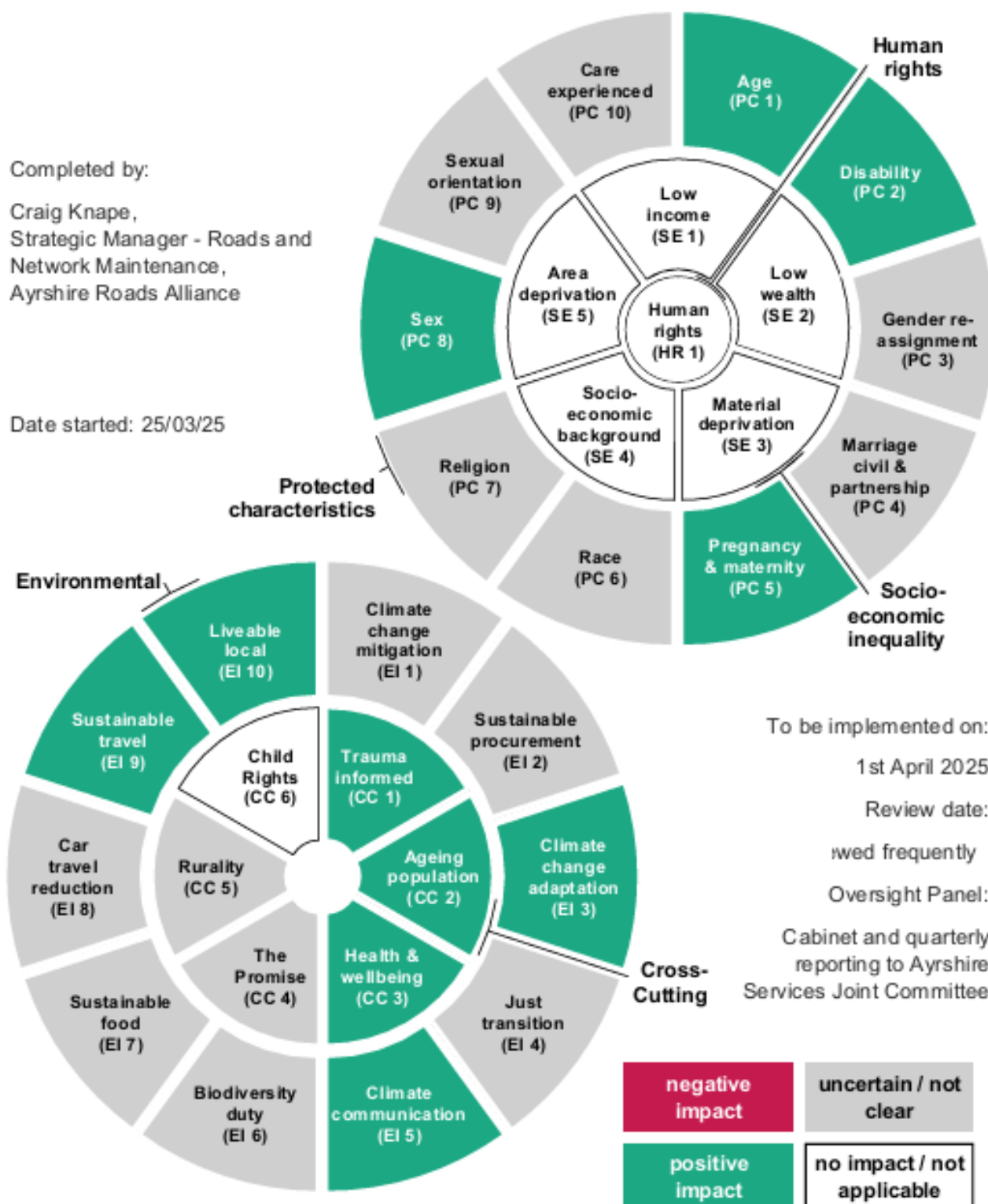
## Road Improvement Plan 2025-2026



Completed by:

Craig Knappe,  
Strategic Manager - Roads and  
Network Maintenance,  
Ayrshire Roads Alliance

Date started: 25/03/25



### Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

The Road Improvement Plan will benefit all urban and rural road users within our communities and towns of South Ayrshire Council. The Roads Improvement Plan for 2025/26 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 & transportation including active travel; vehicle restraint barriers; adapting to climate change, slope stabilisation, bridge, coastal and harbour work. Improvement works actively supports the Council's duty to eliminate unlawful discrimination, harassment, and victimisation by creating a more inclusive and accessible environment for all residents and visitors.

Advancing equality of opportunity?

The Road Improvement Plan advances equality of opportunity by removing accessibility barriers and improving transport equity. The introduction of wider footpaths, additional disabled parking, better crossings, and cycling infrastructure ensures that people with disabilities, older people, and those from lower-income backgrounds can move freely and access services, employment opportunities, and leisure spaces which will benefit all urban and rural road users within our communities and towns of South Ayrshire Council.

Fostering good relations?

The Road Improvement Plan fosters good relations within our rural and urban communities by creating a more connected, welcoming, and inclusive town centre where people of different ages, backgrounds, and abilities can interact and engage in public life.

### Consultation declaration

We confirm consultation has been carried out as part of this process.

### Mitigating Actions Required (re negative / unclear impacts)

### EQUALITIES: impact on protected characteristics

PC 3	Gender Reassignment	N/A
PC 4	Marriage and Civil Partnership	N/A

**Mitigating Actions Required (re negative / unclear impacts)**

<b>PC 6</b>	Race (including Gypsy Travellers)	N/A
<b>PC 7</b>	Religion or Belief	N/A
<b>PC 9</b>	Sexual Orientation	0
<b>PC 10</b>	Care Experienced (SAC-specific)	0

**ENVIRONMENTAL IMPACTS**

<b>EI 1</b>	Climate change mitigation	Further monitoring and data collection will be necessary to assess changes in travel behaviour post-implementation. The Council could consider incorporating low-carbon construction practices and sustainable materials to minimise emissions during delivery.
<b>EI 2</b>	Sustainable procurement	The project should ensure that procurement prioritises sustainable, recycled, or locally sourced materials to reduce environmental impact. Waste management strategies should be included to minimise landfill use and encourage recycling during construction.
<b>EI 4</b>	Just transition, green jobs & skills	Further consideration should be given to embedding green skills training within the project delivery and ensuring that procurement policies prioritise local suppliers with sustainable practices.
Does this proposal require a Child Rights and Wellbeing Impact Assessment (CRWIA)?		no