

**South Ayrshire Council**

**Report by Depute Chief Executive and Director  
of Housing, Operations and Development  
to Cabinet  
of 25 April 2023**

**Subject: Road Improvement Plan 2023-2024**

**1. Purpose**

1.1 The purpose of this report is to seek Cabinet approval for the 2023/24 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 2023/2024 contained in [Appendix 1](#); and

2.1.2 approves the Carriageway and Footway Programme for 2023/2024 in [Appendix 1](#).

**3. Background**

3.1 At its meeting on 1 March 2023, the Council approved capital allocations to be included in the Roads Improvement Plan for the period to 2032/33. 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 2023/24, 2025/26 and 2026/27 are highlighted in Table 1 below and were confirmed following approval of the Capital Investment Programme on 1 March 2023.

**Table 1: Capital Investment Budgets 2023/24-2032/33**

Programme	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)	32/33 (£m)
Roads Reconstruction	2.812	3.500	2.500	2.500	2.500	2.500	2.500	2.500	1.500	1.500
Street lighting	0.250	0.250	0.250	0.250	-	-	-	-	-	-
LED Replacement	-	-	-	-	0.100	0.100	0.100	0.100	-	-

Programme	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)	32/33 (£m)
Bridges Capital	0.278	0.362	0.200	-	-	-	-	-	-	-
Victoria Bridge	0.132	-	-	-	-	-	-	-	-	-
Girvan Harbour	0.569	-	-	-	-	-	-	-	-	-
Girvan Sth Pier	0.133	-	-	-	-	-	-	-	-	-
Traffic Signals Renewal	0.290	-	-	-	-	-	-	-	-	-
Local Flood Plan	0.142	0.064	0.064	0.064	-	-	-	-	-	-
Climate Change St Ninians Prk	-	-	0.050	0.150	-	-	-	-	-	-
EV charging infrastructure	0.190	0.120	-	-	-	-	-	-	-	-
Facilities to assist with tourist and visitor facilities.	0.150	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4.946</b>	<b>4.296</b>	<b>2.864</b>	<b>2.964</b>	<b>2.600</b>	<b>2.600</b>	<b>2.600</b>	<b>2.600</b>	<b>1.500</b>	<b>1.500</b>

3.3 **Road Reconstruction and Improvement:** Additional funding has been added to the programme in the amount of £2,500,000 in 2034-35 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:** Further investment of £12,800 has been added in 2023-24 for repairs to the harbour wall sheet piling. The total amount of investment for 2023-24 will be £132,800.

3.5 **Adapting to Climate Change – St Ninian’s Park Proposals:** Investment of £200,000 has been added to the programme over two years (£50,000 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 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 the Cabinet.

3.8 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. For 2023/24, Ayrshire Roads Alliance has submitted bids to Scottish Timber Transport for A719 (Morriston Farm to Blawearie Jct), (Enoch Lodge to Maybole Road) & (Maidens to Turnberry), B734 Old Dailly to Penkill, B7023 Ballochbroe to Crosshil and U52 Muck Rd, Pinwherry

- 3.9 Following Members agreeing in June 2017 to recognise representation they had received from communities regarding the introduction of 20mph speed limits, work is ongoing to complete this programme of works and will be completed at the beginning of the new financial year.
- 3.10 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.
- 3.11 Further background is provided in [Appendix 2](#).

#### **4. Proposals**

- 4.1 The Roads Improvement Plan for 2023/24 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 2023/24 has identified the parts of the network in poorest condition. This work will enable the further reduction in the number of concrete columns, 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 which will reduce the power consumed on a 'per replaced unit' by around 60%.
- 4.6 The remaining 14 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 included in associated repair works in 2023.

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

### ***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 (CWSR) initiatives. The forthcoming financial year also sees the creation of the Active Travel Transformation Fund and Road Safety Improvement Fund, both of which are administered by Transport Scotland. These new funds will represent additional avenues for pursuing capital grant funding for roads infrastructure projects. A summary of indicative external grant funding for 2023/24. 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 ARA are currently monitoring the schemes introduced to date to review driver compliance levels with the new lower speed limits. The remaining 4 schemes at design/consultation 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 2023/24 detailed in [Appendix 1](#) - Works programme will be funded from the Roads Capital and Revenue budget allocations and grant funding approved by Council on 1 March 2023. 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 Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

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### 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 Pollok, 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 Depute Chief Executive and 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	31 March 2024	Head of Roads

**Background Papers**     **Capital Investment Programme 2023-24 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:**    **14 April 2023**

**Appendix 1 - South Ayrshire Council- Ayrshire Roads Alliance  
Carriageway Structural Maintenance Capital Programme 2023/24**

<b>Route No</b>	<b>Town</b>	<b>Road Name</b>	<b>Works Description</b>	<b>Scheme Score</b>	<b>Estimated Cost</b>
B7035	By Girvan	Glendoune Houdston Road (Coalpots)	Braetoll South + S Power shut down	N/A	£100,500
C37	Auchincruive	Barrackhall Gibbseyard	TBC	48	£134,400
Uncl	Tarbolton	Springfield Road	Garden Street to No 50	46	£35,200
B743	By Mossblown	Ayr / Mossblown	West from Brocklehill Farm	53	£271,250
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
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
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 (STTS BID)	By Maidens	A719 Pennyglen/B7023 - Kirkoswald Road/Maidens, Maidens	Morrison Farm to Blawearie Jct & Enoch Lodge to Maybole Rd	56	£286,000
A719 (STTS BID)	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

Route No	Town	Road Name	Works Description	Scheme Score	Estimated Cost
B7024	Maybole	Alloway Road	Redbrae to Bypass	51	£71,250
B7023	Maybole	Maybole Crosshill	C58 to Crosshill	72	£323,840
B7023 (STTS BID)	Maybole	Ballochbroe to Crosshill		N/A	TBA
U52 (STTS BID)	Pinwherry	Muck Road	Various TBC	52	£109,254
B734 (STTS BID)	Old Dailly	Barr Old Dailly	Old Dailly to Penkill + drainage improvements	N/A	£108,000
C122	By Maybole	C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole	Ladycross to new Bypass	50	£24,192
B742	By Coylton	B742 A70 Hillhead - B744 Jcn N Of Annbank, Coylton	Bridge of Coyle to C2	52	£190,500
C122	By Maybole	C122 Gardenrose Path/Maybole - School Road/Minishant, Maybole	School to new Bypass	50	£18,150
<b>Footway Resurfacing Works 2023/24</b>					
B730	Dundonald	Main Street	TBC		£30,000
C17	Tarbolton	Westport	Footway North Side	28	£17,370
Uncl	Prestwick	Hunters Avenue	South from Heathfield Rd, west side	23	£7,500
Uncl	Maybole	Hicks Avenue	No.2 to No.94	30	£28,980
C151	Dailly	Woodside	Both sides from Back St & Hadyard Terr	30	£20,400
Uncl	Dailly	Hadyard Terrace	Inside footway & part outer section	28	£54,400
					<b>£2,907,020</b>

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

Town	Location	Work Type	No of columns	Estimated Programme Cost
Ayr	Castlehill (Larchwood Road, Hawthorn Drive and Area)	Mix of steel and concrete columns SAC cabling and 5th Core	17	£60k



Town	Location	Work Type	No of columns	Estimated Programme Cost
Ayr	Belmont Crescent	Poor lighting & 5th Core supplies	13	£30k
Girvan	Elder Avenue and Area	Old steel columns, poor lighting levels	31	£60k
Prestwick	Mossbank (Phase 2)	Old steel columns and 5th Core supplies (ongoing section faults)	35	£60k
Troon	South of town centre area	Concrete column replacements (Scottish Power services)	50	£40k
				<b>£250k</b>

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

Town	Description	Remaining
Ayr	-	14
<b>Total</b>	-	<b>14</b>

**South Ayrshire Council- Ayrshire Roads Alliance  
Traffic and Transportation Programme 2023/24**

Calculated Funding Totals	Sub-Bid	Match Detail	Total Bids	Project Description	Comments
SPT	£700,000	Match	£700,000	Local Cycle Network Improvements – various Active Travel projects (details tbc)	Currently awaiting news on success of bid – funding would be used for match against various Active Travel projects
	£100,000	No Match		SQP Various Projects	
Sustrans – Places for Everyone	£114,925	Match	£1,301,608	Access for All Review Coylton	Awaiting confirmation of bid review from Sustrans
	£111,271	Match		Alloway to Burton Construction	Awaiting confirmation of bid review from Sustrans
	£705,000	Match		Dundonald to Barrasie Link Ph1 Construction	Award process paused until conclusion of land acquisition
£125,000	No Match	Ayr to Prestwick		Awaiting confirmation of bid review from Sustrans	

Calculated Funding Totals	Sub-Bid	Match Detail	Total Bids	Project Description	Comments
	£115,000	No Match		Prestwick to Barassie	Awaiting confirmation of bid review from Sustrans
	£109,000	No Match		Girvan Active Travel (Quayzone to Grangetown)	Awaiting confirmation of bid review from Sustrans
	£21,412	No Match		Loans to Troon Railway Station	Awaiting confirmation of bid review from Sustrans
SCSP	£100,800	Hub Match	£100,800	Active Travel Hub Ayr	Continuation of the project
CWSR	£100,800	Hub Match	£100,800	Various Active Travel project interventions to provide indirect funding match to Active Travel Hub Project (details TBC) Various Active Travel projects	Currently awaiting confirmation on funding amount - funding would be used for match against various Active Travel projects
CWSR	£617,257	Match	£617,257	Various Active Travel projects (details tbc) including match for other Sustrans and SPT projects	Currently awaiting confirmation on funding amount - funding would be used for match against various Active Travel projects
Active Travel Transformation Fund	££1,200,000	Match	£1,200,000	This is a newly created Transport Scotland fund and details on exact funding requirements are yet to be confirmed – Active Travel projects (details TBC)	Figure listed is indicative, based on an ambitious expression of interest lodged by ARA on behalf of Council
Road Safety Improvement Fund	£400,000		£400,000	Awaiting details of fund to allow a bid to be submitted – various road safety projects (details TBC)	Figure listed is indicative and based on high level options for possible inclusion in bid submission
		<b>Total</b>	<b>£4,420,465</b>		

**South Ayrshire Council-Ayrshire Roads Alliance  
Traffic and Transportation Signal Replacement 2023/24**

Signal No	Town	Description	Work Type	Estimated Programmed Cost
TBC	TBC	Detail of sites within programme will be informed by civil and signal cost estimates – there is a degree of uncertainty at the moment due to cost increases associated with supply chain volatility.	Junction / Ped Crossing Replacements	£290,000
<b>Total</b>				<b>£290,000</b>

**South Ayrshire Council - Ayrshire Roads Alliance  
Structures Capital Programme 2023/24**

Description	Work Type	Estimated Programme Cost
A79-30	Victoria Bridge Joint Replacement and waterproofing	£15,000
A79-30	Victoria Bridge Concrete Repairs and Painting	£490,571
C12 Dunure	Station Road Dunure, Slope Stabilisation	£185,681
U49 Littleton Farm	Littleton Farm, Slope Stabilisation, Design Only	£20,000
Girvan Harbour	Girvan Harbour Timber Jetty Assessment / Review	£569,506
Girvan Harbour	South Pier Quay Sheet Piling Repairs	£120,000
		<b>£1,400,758</b>

**South Ayrshire Council – Ayrshire Roads Alliance  
Structures Revenue Programme 2023/24**

Description	Work Type	Estimated Programme Cost
B734/10 Killoup Bridge, Old Dailly.	Stonework Repairs	£20,000
B7035/10 Upper Roan Bridge	Stonework Repairs & Verge Paving	£15,000
U55/10 Netherton Culvert, Dalrymple	Stonework Repairs	£30,000

Description	Work Type	Estimated Programme Cost
U66/20 Pinmullan Bridge, Barr	Stonework Repairs	£6,000
C122/10 Garryhorn Bridge	Stonework Repairs	£20,000
T.TROO/50 Central Avenue Culvert	Wing Wall Repairs	£6,000
B7024/70 Slaphouse Bridge	Scour Repairs	£5,000
T.AYR/290 Cairnsmore Culvert	Headwall Repairs	£6,000
B7035/190 Coalpots Culvert	Debris Removal	£3,000
		<b>£111,000</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 2015/17 – 2021/23**

Two Year Condition	2015/17	2016/18	2017/19	2018/20	2019/21	2020/22	2021/23
Scottish Average	36.4%	36.7%	36.3%	35.8%	35.5%	34.2%	33.6%
South Ayrshire	42.3%	41.0%	41.3%	40.6%	40.9%	39.0%	37.4%
South Ayrshire Ranking	27	27	27	27	27	27	26
Quartile	4	4	4	4	4	4	4
Average Annual Spend on Surfacing	£1.5m	£2.0m	£2.5m	£2.5m	£2.5m	£2.5m	£2.5m

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

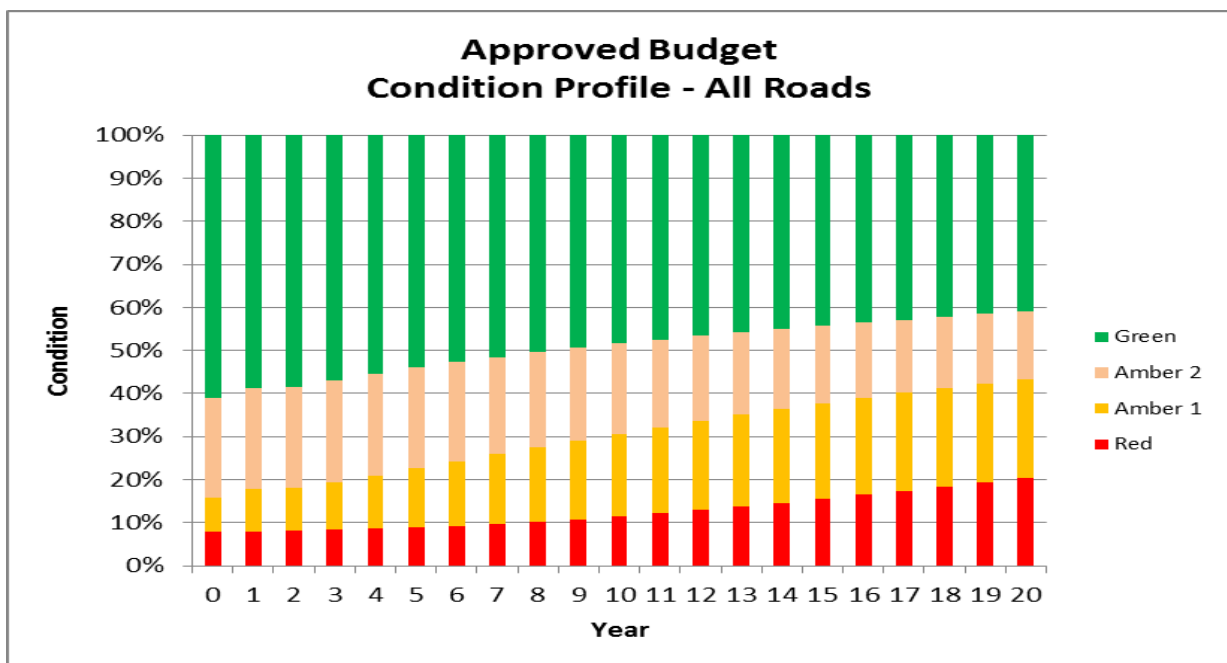
**Table 2: South Ayrshire Road Condition Index by Category 2014/16 – 2021/23**

RCI	Overall	A Class	B Class	C Class	U Class
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%

<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. 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 2023/24 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 £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 £2.8m for carriageway resurfacing in 2023/24 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**

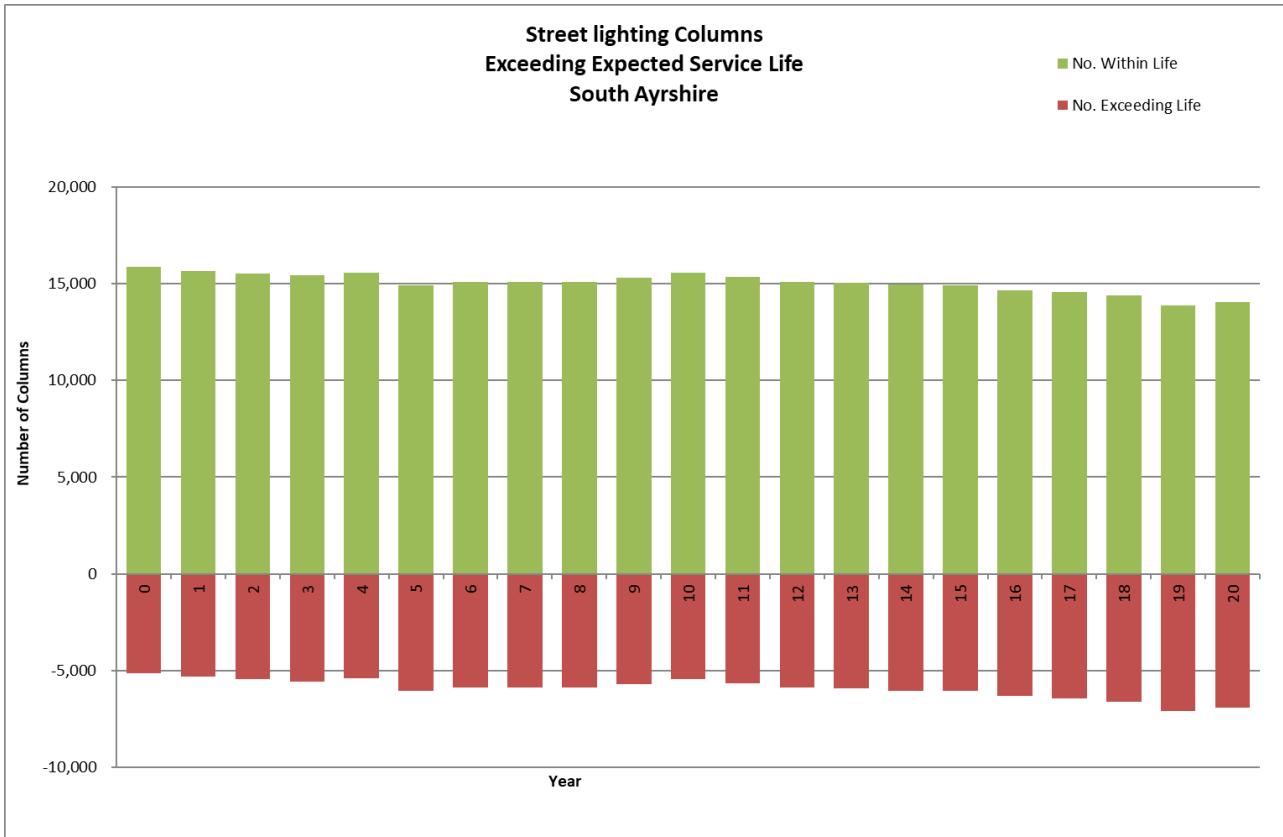


- 1.9 The RCI is predicted to deteriorate over future years without increased investment. As the road condition deteriorates more expensive treatments become necessary. This impacts on a static budget as inflationary pressures increase the treatment costs and results in less of the network being resurfaced. 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 2023/24.
- 1.11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2023/24, 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 2023/24.
- 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 with South Ayrshires Classified Roads 12<sup>th</sup> in Scotland an improvement from the previous year of 21<sup>st</sup>.**
- 1.15 Material shortage was experienced during 2023 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 continue to be an issue in 2023/24 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 2021/22, 28.7% 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 50% by 2036. 139 columns (less than 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 2023/24
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><b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b>)</p>	<p>_____ <b>YES</b></p> <p>_____ <b>NO</b></p>
<p><b>Rationale for decision:</b></p> <p><b>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</b></p>	

**Signed :** Kevin Braidwood

**Head of Roads**

**Date:** 9 February 2023