

Request for Delegated Authority Approval
(Emergency Powers – 2020 COVID-19 Pandemic)

Completed form should be emailed to the Chief Executive

Directorate:	PLACE
Service:	ARA
Subject:	Road Improvement Plan
Author:	Kevin Braidwood
Date of Request:	30th April 2020
Background:	The roads improvement plan would normally be approved by Leadership Panel around April, after confirmation of the budget allocation for this work in March.
Approval Sought For:	To approve under delegated authority the current Roads Improvement Plan. This is shown detailed in the attached report , which has been prepared in the normal format as would be presented to Leadership Panel. Consultation has taken place with Portfolio holder Cllr. Cochrane who has approved the report as drafted.
Additional Information:	Appended report.

Legal Implications:	Nil
Procurement Implications:	Nil
Financial Implications:	Expenditure in line with capital budget allocations.

Chief Executive's Office use only:

Name(s) of Elected Member(s) consulted:	Douglas Campbell, Brian McGinley, Martin Dowey, Alec Clark, Ian Cochrane
Elected Member Feedback:	
Decision:	Approved

South Ayrshire Council

Report by Executive Director - Place
to Leadership Panel of xxxxxx

Subject: Road Improvement Plan 2020-2021

1. Purpose

1.1 The purpose of this report is to seek Leadership Panel approval for the 2020/21 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 2020/21 as contained in Appendix 1.

3. Background

3.1

A
t
t
i
s
m
e
e
t
i
n
g
o
n
5
M
a
r
c
h
2
0
2

	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Roads Reconstruction	£2.336m	£2.500m	£2.500m	£2.500m	£2.500m	£2.500m	£2.500m
Street lighting	£0.250m	£0.250m	-	£0.250m	£0.250m	£0.250m	£0.250m
LED Replacement	£1.709m	-	-	-	-	-	-
20mph in rural villages	£0.279m		-	-	-	-	-
Bridges Capital	£0.324m	£0.270m	£0.395m	£0.278m	£0.362m	£0.200m	-
Bridge of Coyle	£0.178m	-	-	-	-	-	-
Girvan Harbour	£0.297m	-	-	-	-	-	-
Girvan HGV Park	£0.191m	-	-	-	-	-	-
Traffic Signals Renewal	£0.174m	£0.140m	£0.140m	£0.140m	-	-	-
New Traffic Signals	£0.240m	-	-	-	-	-	-
Local Flood Plan	£0.064m	£0.064m	£0.064m	£0.064m	£0.064m	£0.064m	£0.064m
Total	£6.042m	£3.224m	£3.099m	£3.232m	£3.176m	£3.014m	£2.814m

0, Council approved the capital allocations to be included in the Roads Improvement Plan. 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.

The additional capital allocations approved at the Council meeting of 5 March 2020 for the next financial years are detailed in Table 1 below.

Table 1: Capital Investment Budgets 2020/21-2029/30

- 3.2 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.
- 3.3 The condition of the road network is reviewed annually as part of the process of compiling future year programmes using the scheme ranking system approved by the Ayrshire Shared Services Joint Committee at its meeting of 24 October 2014 and revised at the meeting on 10 November 2017. This approach ensures that the programme of works is developed to provide the maximum benefit to the area. The scheme ranking system takes into account factors including road condition; safety issues; the road hierarchy; the level of traffic on the road; stakeholder feedback and cost. The programme of work is reviewed and re-prioritised, with updated programmes brought forward for approval on an annual basis to Leadership Panel.
- 3.4 Grant applications will continue to be made to the Scottish Timber Transport Group, with match funding being provided from the roads maintenance element of the capital budget. If bids are successful, this will allow the Ayrshire Roads Alliance to carry out additional work on surface screeding and resurfacing on the essential timber transport routes.
- 3.5 Following Members agreeing in June 2017 to recognise representation they had received from communities regarding the introduction of 20mph speed limits, work is now underway on taking this matter forward following outline consultation with those Community Councils who responded.
- 3.6 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.

Condition of the Road Network

- 3.7 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.
- 3.8 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.

3.9 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.

3.10 Table 2 summarises the RCI results from the SRMCS over the last seven years and the budget allocated to Carriageway Structural Maintenance.

Table 2: Road Condition Index 2012/14 – 2018/20

Two Year Condition	2012/14	2013/15	2014/16	2015/17	2016/18	2017/19	2018/20
Scottish Average	36.2%	36.7%	37.0%	36.4%	36.7%	36.3%	35.8%
South Ayrshire	46.6%	45.0%	44.2%	42.3%	41.0%	38.4%	37.8%
South Ayrshire Ranking	28	27	27	27	27	27	27
Average Annual Spend on Surfacing	£1.4m	£1.7m	£2.0m	£1.5m	£2.0m	£2.5m	£2.5m

3.11 Table 3 below shows the RCI for each category of road.

Table 3: South Ayrshire Road Condition Index by Category 2012/14 – 2018/20

RCI	Overall	A Class	B Class	C Class	U Class
2018/20	37.8%	34.4%	36.9%	42.2%	42.3%
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%
2013/15	45.0%	42.2%	50.4%	49.5%	42.0%
2012/14	46.6%	41.6%	49.2%	48.0%	46.0%

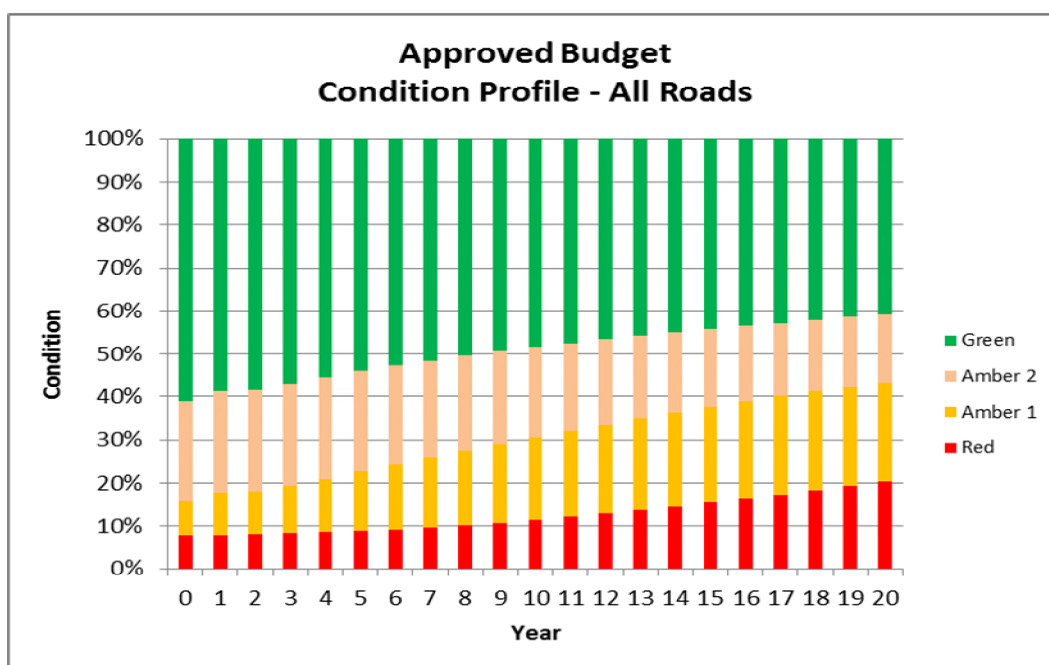
3.12. The development of the Road Asset Management Plan and the adoption of the WDM roads management system provides improved resources to address the backlog and deal with any surface defects detected. Additional WDM modules were introduced and developed in 2017 in relation to project scheme builder and a new customer care package to be introduced in April 2020 for public access.

3.13. 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 £42.2m. It has recently been reported that investment nationally over the last seven years has seen a 26% reduction. Continued reduction in budgets will see a further increase in the current backlog figure. The allocation of £2.5m for carriageway resurfacing in 2020/21 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 closing the funding gap. The increased investment between 2015 and 2018 addressed the immediate problems that presented at that time, but the overall network remains in a fragile condition. It should be recognised that although the budget allocated falls short of the steady state value, the road condition of the continues to improve.

3.14. 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 4: Condition Profile



3.15. 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.

- 3.16. 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 2020/21.
- 3.17. The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2020/21, 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.
- 3.18. 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.
- 3.19. 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 2020/21.

4. Proposals

- 4.1 The Roads Improvement Plan for 2020/21 is detailed in Appendix 1 - Works Programme and includes details on capital 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.

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. The term statutory undertakers refers to any company or agency that has a legal right to carry out works within the boundary of the public road. This includes amongst others telecommunication companies, power and water supply companies.

- 4.2 The works will be carried out using two specification types:
 - Re-surfacing with 30% Hot Rolled Asphalt at £22.00 per square metre. 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 dense bitumen macadam overlay at £10.00 per square metre. This is a very good general purpose surface course. This is used on 'B' and 'C' class roads.

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

Programme for Street Lighting

- 4.3 There are over 20,000 street lights in South Ayrshire. The proposed programme for 2020/21 has identified the parts of the network in poorest condition. This work will enable the reduction in the number of columns over thirty years old, along with improving the cable network. The schemes are contained in Appendix 1-Works Programme.
- 4.4 As in previous years, LED lighting is being provided in all locations which will reduce the power consumed on a 'per replaced unit'.
- 4.5 On average LED lighting reduces energy consumption by 50% to 65% with a seven and a half year payback period. It should be noted that due to LED performance issues, it is not yet possible to retrofit LED lighting to the majority of pre-1980 installations without complete renewal. The LED replacement programme is contained in Appendix 1

Programme for Traffic and Transportation

- 4.6 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 streets initiatives. All this work includes active travel and road safety schemes. These schemes are contained in Appendix 1-Works Programme.

20mph in Rural Villages

- 4.7 Designs have been completed for the eleven village Community Councils who responded to initial consultation, with further consultation being carried out on the completed designs. Work will commence to install approved schemes following the implementation of Traffic Regulation Orders.

Programme for Structural Improvements

- 4.8 The capital and revenue projects to improve the South Ayrshire Council network for bridges and culverts 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.
- 4.9 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.10 The projects included in the Roads Improvement Plan are subject to change depending on changes in the condition of the road network.

4.11 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 Minor Works Framework Contract

6. Financial Implications

6.1 The Road Improvement Plan for 2020/21 detailed in Appendix 1 - Works programme will be funded from the Roads Capital and Revenue budget allocations and grant funding. Progress will continue to be reported to the Ayrshire Shared Service Joint Committee.

6.2 The breakdown of capital and grant funding for 2020/21 is as follows:

£2.336m	Capital Road Improvement
£1.709m	LED Replacement
£0.279m	20mph Rural Villages
£0.250m	Capital Street Lighting
£0.324m	Bridges Capital
£0.178m	Bridges Strengthening
£0.300m	Girvan Harbour
£0.196m	Girvan Lorry Park
£0.174m	Traffic Signals Replacement.
£1.887m	Traffic and Transportation grant applications.

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 2.

10. **Sustainable Development Implications**

- 10.1 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 2018-22 - Our Place Our People**

- 12.1 This proposal links to the Strategic Objective of an “Enhanced Environment through Social, Cultural and Economic Activities”, by working with our partners to improve our roads and other infrastructure, to encourage house building and business investment that sustains local communities.

13. **Results of Consultation**

- 13.1 Engagement arrangements for these projects will align with the Report
- 13.2 Consultation has taken place with Councillor Ian Cochrane, Portfolio Holder for Environment and the contents of this report reflect any feedback provided.

14. **Next Steps for Decision Tracking Purposes**

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

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Implementation of the Road Improvement Plan	March 2021	Interim Head of Roads

Background Papers

Report by the Head of Roads - Ayrshire Roads Alliance on the Condition of the Road Network to the Ayrshire Shared Services Joint Committee meeting held on 24 October, 2014

Report by the Head of Roads-Ayrshire Roads Alliance on the Condition of the Road Network to the Ayrshire Shared Services Joint Committee meeting held on 10 November 2017.

Report by the Executive Director - Economy, Neighbourhood and Environment- Implementation of 20mph speed restrictions across South Ayrshire. Leadership Panel 28 November 2017

Minute of Council Meeting of 5 March 2020

Persons to Contact

Kevin Braidwood – Interim Head of Roads, Ayrshire Roads Alliance
Burns House, Burns Statue Square, Ayr KA7 1UT
Phone 01563 576441 E-mail kevin.braidwood@ayrshireroadsalliance.org

Date 26 March 2020

**Appendix 1 - South Ayrshire Council- Ayrshire Roads Alliance
Carriageway Structural Maintenance Programme 2020/21**

Route No	Town	Description	Location	Estimated Programme Cost 2020-21	Comments
A719	By Tarbolton	A719 Raith Cottage At B739 - A77(T) At Sandyford Toll Roundabout.	From Ladykirk Bridge eastwards	£60,720	
A719	By Craigie	A719 Council Boundary - S To B730 Jcn At March Bridge, Craigie	From Townend Farm north-eastwards	£146,000	
UNCL	Symington	Brewlands Crescent	Full length excluding cul-de-sacs	£37,340	
C16	By Monkton	C16 Dutch House Roundabout - Kilmarnock Road/Monkton, Monkton	From Monkton Services entrance to Caravan Park	£30,240	
B730	By Symington	B730 Rabbit Wood At A719 - A77(T) Jcn At Bogend, Symington	Between C138 junction and U80 junction	£101,760	
U99	By Symington	Dundonald/Symington	From U98 Corraith to Dundonald	£45,500	
UNCL	Troon	Hunter Crescent	Full length	£64,464	
A79	Ayr	Allison Street	Southbound full length	£48,705	
C142	Preswick	East Road	Biggart Road Jct to Sth Tie in near Glen Park	£20,400	
B730	Tarbolton	Montgomerie Street	Prices Street to War Memorial	£42,337	
UNCL	Prestwick	Kyle Street	Full length	£21,930	
B730	By Tarbolton	B730 Council Boundary At Milton - Montgomerie Street/Tarbolton, Tarbolton	From Standhead Cottage to B744 junction	£34,164	
C148	Ayr	North harbour Street	Main Street to Green Street Lane	£24,480	
B744	By Tarbolton	B744 Jcn At B743 - B730 S Of Tarbolton, Tarbolton (Junction only 100 * 6.5)	From Langlands Cottage to B730 Montgomerie Street Tarbolton	£13,000	
UNCL	Ayr	Dalmilling Drive	Full length	£29,104	
UNCL	Mossblown	Station Road	Full Length	£37,018	
UNCL	Ayr	West Sanquhar Road	Full Length	£32,762	
UNCL	Ayr	Carrick Avenue	Full Length	£72,105	
UNCL	Ayr	Meadow Park		£67,500	
A713	By Ayr	A713 Bankfield Roundabout - Section Past Ailsa Hospital To Council Boundary, Ayr	From Ailsa Hospital north-westwards	£80,500	
A70	By Ayr	A70 Holmston Roundabout - B744 At Belston, Ayr	From Whitefordhill to Belston Holdings	£168,000	
UNCL	Ayr	Annfield Glen Road	full length	£36,448	

UNCL	Ayr	St Phillans Avenue		£90,163	
A719	By Maybole	Dunure Road)	By Balchriston	£270,100	
C21	By Coylton	Craigs Road		£35,750	
B7034	Dalrymple	Carcluie / Dalrymple	30mph Dalrymple towards JLL	£32,500	
C102	Road	Balvaird Road	Screed	£93,600	
C39	By Ayr	C39 From A77 E Of Doonholm Farm - E Via A713 Jcn - Near To C74, Ayr		£124,800	
C39	Ayr	Greenfield Avenue Alloway to Baird Road		£42,900	
U115	By Coylton	Barbieston		£26,000	
U27	By Crosshill	Deils Elbow (STTS) Various TBC		£93,873	70% potential grant award £65,711
C88	By Crosshill	Dalhowan Road (STTS) Full length TBC		£86,130	70% potential grant award £60,291
B741	By Dailly	B741 Linfern Road/Dailly - B7023 Jcn At Knockroon, Dailly (STTS) Rowanston to Aird Bridge		£384,000	70% potential grant award £268,600
UNCL	By Girvan	Ladywell Avenue Phase 1(STTS) Full Length		£177,100	Rejected by STTS
B734	By Girvan	B734 Barr / Pinmore (STTS) Cairnwhin to Barr, Various locations		£136,800	70% potential grant award £95,760
Uncl	Girvan	North Drive		£19,355	
U2	By Maybole	Auchencross		£21,840	
B734	By Girvan	B734 Barr - Hawkhill Road/Old Dailly, Girvan (STTS) By Penwhapple Bridge		£234,000	70% potential grant award £163,800
UNCL	Ballantrae	Shore Road		£22,950	
		Total		£2,452,375	Reduced total including 70% potential grant award

**South Ayrshire Council-Ayrshire Roads Alliance
Lighting Programme 2020/21**

Route No	Town	Description	Work Type	Estimated Programmed Cost
	Troon, Bradan Rd & Welbeck Cresc	Renewal of lighting columns and underground cable network	Capital Replacement	£110,000.00
	Ayr Dalmilling & Thornyflat area	Renewal of lighting columns and underground cable network	Capital Replacement	£140,000.00

**South Ayrshire Council-Ayrshire Roads Alliance
LED Lighting Programme 2020/21**

Route No	Town	Description	Programmed Date
-	Ayr	Completion of outstanding units	April-August 2020
-	Prestwick	Completion of outstanding units	June-July 2020
-	Troon	Completion of outstanding units	August-October 2020
-	Rural Villages	Completion of outstanding units	August –October 2020

**South Ayrshire Council- Ayrshire Roads Alliance
Traffic and Transportation Programme 2020/21**

Calculated Funding Totals	Sub-Bid	Total Bids	Project Description	Stage	Bid Status
SPT	£150,000	£525,000	Alloway to Burton - Construction		
	£150,000		Loans to Troon Railway Station - Construction		
	£150,000		Dundonald - Barassie Link (Phase 1 Construction)		
	£75,000		SQP - Various projects as yet TBC		
Sustrans – Places for Everyone	£60,000	£750,000	Active Travel		
	£80,000		Access for all review - Dunure		
	£200,000		Alloway to Burton - Construction		
	£40,000		Ayr - Mossblown - Annbank Loop (Route alignment and concept design)		
	£50,000		Loans to Troon Railway Station - Design		
	£150,000		Loans to Troon Railway Station - Construction		
	£20,000		Dundonald - Barassie Link (Completion of Detailed Design)		
£150,000	Dundonald - Barassie Link (Phase 1 Construction)				
SCSP	£103,000	£103,000	Active Travel Hub, Ayr - Year 5		
CWSS	£100,000	£496,000	Alloway to Burton - Construction		
	£40,000		Ayr - Mossblown - Annbank Loop (Route alignment and concept design)		
	£100,000		Loans to Troon Railway Station - Construction		
	£100,000		Dundonald - Barassie Link (Phase 1 Construction)		
	£90,000		Active Travel Hub, Ayr - Year 5		

	£66,000		CWSS (Various - TBC)		
	£13,000	£13,000	Active Travel Hub, Ayr - Year 5 In Kind		
Total		£1.887m			
Developer Contribution	£60,000	£60,000	Barassie public transport improvements		
Troon Together - Community led Sustrans street design project	£35,000	£35,000	Troon Together - this requires a capital bid to SAC for funding		

South Ayrshire Council - Traffic and Transportation Signal Replacement 2019/20

Signal No	Town	Description	Work Type	Estimated Programmed Cost
	Troon	Junction Central Ave/Dundonald Rd	Replacement	TBC
	Prestwick	Junction Station Rd/Main St	Replacement	TBC
	Mossblown	Pedestrian Crossing	Replacement	TBC

South Ayrshire Council - Ayrshire Roads Alliance Structures Capital Programme 2020/21

Route No	Town	Description	Work Type	Estimated Programme Cost
		Gadgirth Bridge	Bridge Corrosion Protection	£324,000
		Bridge of Coyle	Deck Replacement	£178,904

Please complete this page for review by EOG. It will be deleted prior to issuing the report.

And please remember to ensure you seek appropriate input from other services when developing your report.

1. **Legal** - has legal advice been sought from Legal Services? (See over) Yes No n/a

If yes, please confirm which solicitor provided the advice

If yes, please confirm whether the solicitor has reviewed this report prior to submission for clearing by the Monitoring Officer Yes No

2. **Procurement** - has advice been sought from the Procurement Team? Yes No n/a

If yes, please confirm which procurement officer provided the advice

If yes, please confirm whether the procurement officer has reviewed this report prior to submission for clearing by the Monitoring Officer Yes No

3. **Finance** - has financial advice been sought from Finance? Yes No n/a

If yes, please confirm which finance officer provided the advice

If yes, please confirm whether the finance officer has reviewed this report prior to submission for clearing by the Monitoring Officer Yes No

4. **Human Resources** - has advice been sought from Human Resources? Yes No n/a

If yes, please confirm which HR officer provided the advice

If yes, please confirm whether the HR officer has reviewed this report prior to submission for clearing by the Monitoring Officer Yes No

5. **Portfolio Holder** - Has the appropriate Portfolio Holder been consulted? Yes No

If yes, do the contents of this report reflect any feedback provided? Yes No

If yes, please confirm details