

South Ayrshire Council

**Report by Director - Place
to Leadership Panel
of 24 April 2018**

Subject: Road Improvement Plan 2018/19

1. Purpose

- 1.1 The purpose of this report is to seek Leadership Panel approval for the 2018/19 Road Improvement Plan for carriageway, footways, street lighting and other related infrastructure improvements.

2. Recommendation

- 2.1 **It is recommended that the Panel approves the Road Improvement Plan for 2018/19 as contained in [Appendix 1](#).**

3. Background

- 3.1 At its meeting on 1 March 2018, Council approved capital allocations for the Road Improvement Plan. This capital allocation will be used to make improvements to the road network which will include road resurfacing, road reconstruction, streetlighting, LED Replacement Programme and 20mph infrastructure. The additional capital allocations approved at the Council meeting of 1 March 2018 for the next financial years are detailed in Table 1 below.

Table 1: Capital Investment Budgets 2017/18-2022/23

	2018/19	2019/20	2020/21	2021/22	2022/23
Roads Reconstruction	£4.00m	£2.51m	£2.75m	£1.70m	£1.00m
Street lighting	£0.250m	£0.250m	£0.250m	£0.250m	-
LED Replacement	£2.02m	£2.30m	-	-	-
20mph in rural villages	£0.250m	£0.250m	£0.250m	-	-
Bridges Capital	£0.885	-	-	-	-

- 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 will continue to be 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. 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 road condition; safety issues; the road hierarchy; the level of traffic on the road; stakeholder feedback and cost. The forward programme of work will be reviewed and re-prioritised, with updated programmes brought forward for approval on an annual basis to Leadership Panel.
- 3.4 Grant applications will be made to the Scottish Timber Transport Group, match funded from the roads maintenance element of the capital budget. If successful, this will allow the Ayrshire Roads Alliance to carry out additional work on screeding and resurfacing on essential timber transport routes.
- 3.5 Following Elected Members at South Ayrshire Council agreeing in June 2017 to recognise representation they had received from communities about introducing 20mph speed limits. Work is now underway on taking this forward which followed on after 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 Roads Network

- 3.7 The Scottish Road Maintenance Condition Survey (SRMCS) commissioned by 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 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 six years and the budget allocated to Carriageway Structural Maintenance.

Table 2: Road Condition Index 2011/13 – 2016/18

Two Year Condition	2011/13	2012/14	2013/15	2014/16	2015/17	2016/18
Scottish Average	36.1%	36.2%	36.7%	37.0%	36.4%	36.7%
South Ayrshire	44.5%	44.6%	45.0%	44.2%	42.3%	41.0%
South Ayrshire Ranking	28	28	27	27	27	27
SAC Carriageway Structural Maintenance	£1.6m	£1.4m	£1.7m	£2.0m	£1.5m	£2.0m

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

Table 3: South Ayrshire Road Condition Index by Category 2011/13 – 2016/18

RCI	Overall	A Class	B Class	C Class	U Class
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%
2011/13	44.5%	38.4%	47.9%	43.2%	44.9%

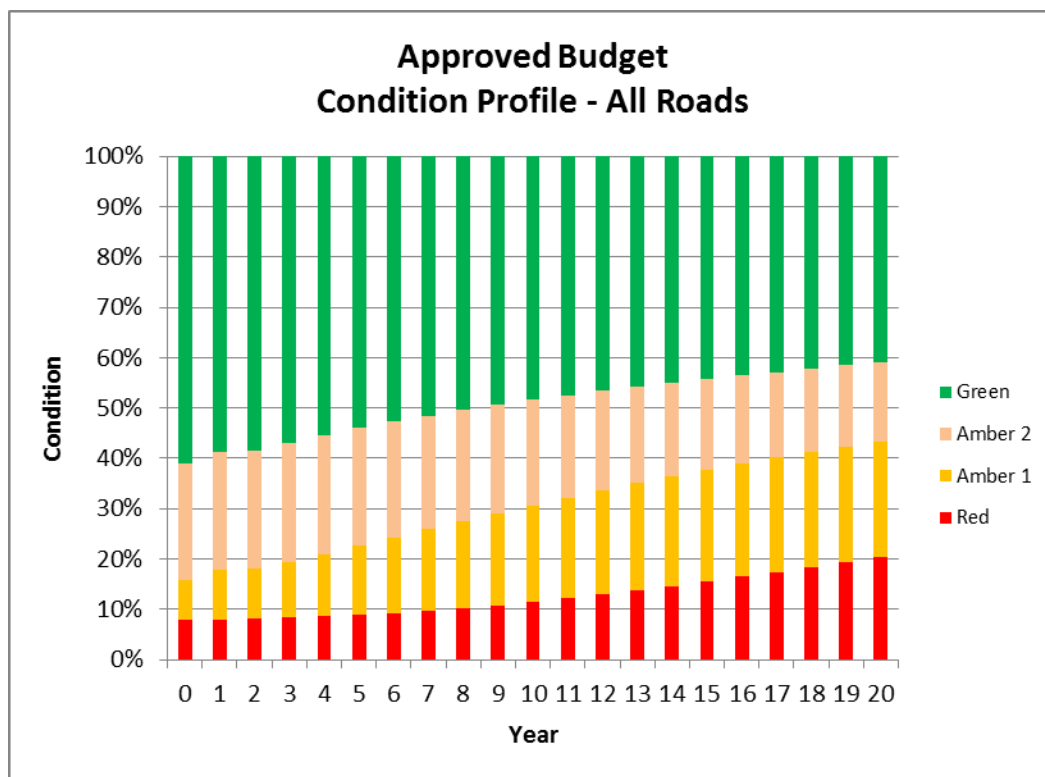
3.12 The development of the Road Asset Management Plan and the adoption of the WDM roads management system provide improved resources to address the backlog and deal with any surface defects detected. Additional WDM modules were introduced and developed in 2017 in relation to project scheme builder and a new customer care package will be introduced in April 2018 or earlier.

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 £5m and the backlog figure is £42.2m. It has recently been reported that investment nationally over the last 5 years has seen a 26% reduction, continual reduction will see a further increase in the current backlog figure. The allocation of £4m for carriageway resurfacing in 2018/19 falls short of the steady state value but some elements of revenue funding, such as structural patching and screeding, contributes directly to improve the road condition thereby closing the funding gap. The increased investment in 2015, 2016 and 2017 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 continues to improve slightly.

3.14 The SRMCS work also estimates of 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 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 2018/19.

3.17 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2018/19 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 2018/19.

4. Proposals

- 4.1 The Road Improvement Plan for 2018/19 is detailed in [Appendix 1](#) - Works Programme and includes details on capital works for carriageway, street lighting, traffic, transportation and active travel schemes and timber transport route improvements. The schemes programmed will be carried out over spring, summer and early autumn. Full engagement will be carried out in accordance with the protocol for engagement on 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. 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.
- 4.3 The works will be carried out using two specification types:
- 4.3.1 Re-surfacing with 30% Hot Rolled Asphalt at £22.00 per sqm this provides a good wearing 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.
- 4.3.2 Screeding with close graded dense bitumen macadam overlay at £10.00 per sqm. 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

- 4.4 There are over 20,000 street lights in South Ayrshire. The proposed programme for 2018/19 has identified the parts of the network in poorest condition. This work will enable the reduction in the number of columns over thirty years old along with improving the cable network. The schemes are contained in [Appendix 1](#) - Works Programme.
- 4.5 As in previous years, LED lighting is being used in all locations which will reduce the power consumed on a 'per replaced unit'.

- 4.6 On average LED lighting reduces energy consumption by 50% to 65% with a seven and a half year payback period. It should be noted that due to LED performance issues, it is not yet possible to retrofit LED lighting to the majority of pre-1980 installations without complete renewal.

Programme for Traffic and Transportation

- 4.7 In addition to Capital resurfacing works funded through the 5 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

- 4.8 Outline designs are now underway for the seven village Community Councils who responded with further consultation to be carried on completion of the detailed design.

Programme for Structural Improvements

- 4.9 The capital and revenue projects to improve 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.
- 4.10 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.11 The projects included in the Road Improvement Plan are subject to change depending on changes in the condition of the road network.
- 4.12 Progress on implementation of the Road 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 2018/19 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 Board Committee.

6.2 The breakdown of capital, revenue and grant funding for 2018/19 is as follows:

- £4.00m Capital Road Improvement
- £1.00m Revenue Road Resurfacing
- £2.02m LED Replacement
- £0.250m 20mph Rural Villages
- £0.250m Capital Street Lighting
- £0.116m Bridges Revenue
- £0.885m Bridges Capital
- £1.114m Traffic and Transportation grant applications.

7. Human Resources Implications

7.1 Not applicable.

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 ***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 the Council strategic objective of 'Enhanced Environment through Social, Cultural and Economic Activities' and within that to the outcome 'Work with partners to improve 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 submitted to Leadership Panel on 29 November 2016.

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

14. Next Steps for Decision Tracking Purposes

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

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Implementation of the Road Improvement Plan	March 2019	Head of Roads - Ayrshire Roads Alliance

Background Papers **Report to Ayrshire Shared Services Joint Committee of 24 October 2014 - Condition of the Road Network**

Report to Leadership Panel of 28 November 2017 - Implementation of 20 mph Speed Restrictions across South Ayrshire

Minute of Council Meeting of 1 March 2018

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Date: 17 April 2018

Ayrshire Roads Alliance - South Ayrshire Programme
South Ayrshire Council- Ayrshire Roads Alliance
Carriageway Structural Maintenance Programme 2018/19

<i>Route</i>	<i>TOWN</i>	<i>DESCRIPTION</i>	<i>WORK</i>	<i>PROGRAMMED</i>	<i>COMMENTS</i>
<i>No</i>			<i>Type</i>	<i>COST 2018-19</i>	
A759	DUNDONALD	Loans/Dundonald	Resurfacing	£108,075	From wood near Parkthorn Farm to Kilnford Drive
A714	BARRHILL	Corwar to Boundary	Resurfacing	£300,000	Part
A714	PINWHERRY	Pinwherry Bridge approach (Preparatory Design)	Realignment	£10,000	Preparatory Design works only.
A719	By CRAIGIE	Sandyford/Failtoll/Crossroads	Resurfacing	£78,163	From Jct C63 to Brocklie Farm Entrance
B7024	AYR	Maybole/Alloway	Resurfacing	£180,000	From Newark to Nether Auchendrane
B741	GIRVAN	Girvan Dailly Road	Resurfacing	£150,000	Jct C101 Cairnhill - Barniell
A719	AYR	Main Street	Resurfacing	£25,000	And Junction with King Street
U98	SYMINGTON	Corraith	Resurfacing	£165,000	Various
B743	By TARBOLTON	Mossblown/Mauchline	Resurfacing	£150,000	By Carngillan
B7023	CROSSHILL	Crosshill/Rowanstone	Resurfacing	£150,000	Various
A759	LOANS	Main Street	Resurfacing	£70,500	North of Loans
B741	GIRVAN	Dailly Straiton	Resurfacing	£150,000	Drumburie to junction U25
B734	COLMONELL	Redburn / Colmonell	Resurfacing	£150,000	from C59 to Rowantree Street
A713	AYR	Castlehill Road	Resurfacing	£45,375	South from Morrisons
B7023	MAYBOLE	Culzean Road	Resurfacing	£52,500	Whitfaulds to 30mph
B7024	MAYBOLE	Maybole / Alloway	Resurfacing	£116,250	Culroy towards the Brae of Nether Auchendrane
B749	TROON	Harbour Road	Resurfacing	£110,500	From No. 17 to second sawmill entrance
C93	SYMINGTON	Knockendale	Resurfacing	£145,000	From Symington to Dyke Farm
B741	STRAITON	Straiton / Dalmellington	Resurfacing	£51,300	From Cattle grid Gas Farm towards Boundary
U15	MAYBOLE	Burncrooks	Resurfacing	£21,600	Lochspouts
Uncl	GIRVAN	Montgomerie Street	Resurfacing	£15,000	Near Police Station
C59	BALLANTRAE	Mains Road	Resurfacing	£50,400	Knockdolian to Balnowart
C45	COLMONELL	Heronsford Road	Resurfacing	£64,800	Jct U9 Salochan
Uncl	AYR	Boswell Park	Resurfacing	£48,875	Full Length
C29	DAILLY	Dailly Road	Resurfacing	£128,880	Various
C13	PINMORE	Assel Road	Resurfacing	£206,250	From B734
C30	OLD DAILLY	Old Dailly / Penkill	Resurfacing	£94,050	Various locations Linfern Road - B734 Dailly

<i>Route</i>	<i>TOWN</i>	<i>DESCRIPTION</i>	<i>WORK</i>	<i>PROGRAMMED</i>	<i>COMMENTS</i>
<i>No</i>			<i>Type</i>	<i>COST 2018-19</i>	
B7024	AYR	Monument Road	Resurfacing	£83,000	From number 29 to 61
B743	MOSSBLOWN	Mauchline Road	Resurfacing	£150,000	Fourways East
Uncl	AYR	St Andrews Street	Resurfacing	£30,188	Part
Uncl	COYLTON	The Beeches	Resurfacing	£43,463	Part
C58	CROSSHILL	Ballochbroe	Resurfacing	£60,242	Full Length
C101	OLD DAILLY	Cairnhill	Resurfacing	£52,448	Full Length
Uncl	TROON	Central Avenue/Afton Gardens	Resurfacing	£46,875	From Merrick to Afton Gardens
Uncl	TROON	Wilson Avenue	Resurfacing	£109,038	Full length
B743	By MOSSBLOWN	Mossblown / Mauchline	Resurfacing	£150,000	By Coal Sheuch
Uncl	PRESTWICK	Adamton Road North	Resurfacing	£15,750	Bellevue Junction
Uncl	TROON	Lochgreen Avenue,	Resurfacing	£113,050	Full length
Uncl	AYR	Glenmuir Road,	Resurfacing	£40,000	Part
Uncl	AYR	Glencairn Road	Resurfacing	£136,000	No17-159
Uncl	MOSSBLOWN	Whiskeyhall	Resurfacing	£19,250	From 40 Whiskeyhall to Jct Sloan Avenue
Uncl	PRESTWICK	Marina Road	Resurfacing	£49,500	Part
C401	PRESTWICK	Caerlaverock Road	Resurfacing	£41,250	Part
Uncl	AYR	Carrick Avenue	Resurfacing	£60,950	Part
Uncl	COYLTON	Manse Road	Resurfacing	£74,400	From Junction at Hillhead to first graveyard
Uncl	AYR	Sunningdale Avenue	Resurfacing	£64,960	Full Length
Uncl	TARBOLTON	Gallowhill Avenue	Resurfacing	£86,075	Part
Uncl	TROON	Kilkerran Drive	Resurfacing	£16,275	Full Length
Uncl	AYR	Morton Road	Resurfacing	£41,860	Full Length
			ESTIMATED TOTAL	£4,322,089	

South Ayrshire Council-Ayrshire Roads Alliance

Lighting Programme 2018/19

<i>Route</i>	<i>TOWN</i>	<i>DESCRIPTION</i>	<i>Work</i>	<i>PROGRAMMED</i>
<i>No</i>			<i>Type</i>	<i>COST 2018-19</i>
Uncl	AYR	Masonhill Place Phase 1	Lighting replacement & improvement	£150,000
Uncl	MAYBOLE	Minnoch Cres / Glenalla Rd / Gardenrose Path Are	Lighting replacement & improvement	£165,000

South Ayrshire Council- Ayrshire Roads Alliance

Traffic and Transportation Programme 2018/19

<i>Calculated Funding Totals from Matrix</i>	<i>Sub-Bid</i>	<i>Total Bids</i>	<i>Project Description</i>	<i>Stage</i>	<i>Bid Status</i>
SPT	£200,000	£320,000	Alloway to Burton - tunnelling	Construction	Grant Offer
	£25,000		A77(T)/ Doonholm Road	Construction	Grant Offer
	£10,000		Barassie Station Improvements	Detailed Design	Grant Offer
	£15,000		Access for all review - Coylton	Options Appraisal/ Concept Design	Grant Offer
	£70,000		Ayr & Prestwick SQP - bus infrastructure imps	Design/ Construction	Grant Offer
Community Links Plus (Sustrans)	£10,000	£10,000	Troon Proposals - Stage 1	Engagement/ Concept Design	Prospective
Community Links (Sustrans)	£25,000	£425,000	Holmston Rd/ River Ayr Walk	Detailed Design	Prospective
	£30,000		Access for all review - Dunure	Engagement/ Concept Design	Prospective
	£200,000		Alloway to Burton - tunnelling construction	Construction	Prospective
	£30,000		Access for all review - Coylton	Engagement/ Concept Design	Prospective
	£40,000		Ayr Hub Link Improvements	Detailed Design	Prospective
	£20,000		Troon - Feasibility Study 1	Feasibility Study/ Outline Design	Prospective
	£20,000		Troon - Feasibility Study 2	Feasibility Study/ Outline Design	Prospective
	£40,000		Dundonald - Barassie Link	Detailed Design	Prospective
	£20,000		Comm Links - TBC 2		Prospective
Tackling Dangerous Junctions (Sustrans)	£11,000	£11,000	Sherwood Rd/Shaw & Adamton Rd, Prestwick	Engagement/ Outline Design	Prospective
Safer Routes to School (Sustrans)	£10,000	£20,000	TBC		Prospective
	£10,000		TBC		Prospective

<i>Calculated Funding Totals from Matrix</i>	<i>Sub-Bid</i>	<i>Total Bids</i>	<i>Project Description</i>	<i>Stage</i>	<i>Bid Status</i>
CWSS	£75,000	£155,000	Active Travel Hub, Year 4	Ongoing Project Delivery	Prospective
	£30,000		Holmston Road/ River Ayr Walk	Detailed Design	Prospective
	£50,000		Alloway to Burton - tunnelling	Construction	Prospective
SCSP	£102,750	£102,750	Active Travel Hub, Year 4	Ongoing Project Delivery	Prospective
SAC Contribution	£25,000	£25,000	Active Travel Hub, Year 4	In Kind contribution	TBC
ARA Contribution	£10,000	£35,000	Holmston Rd/ River Ayr Walk	Detailed Design	TBC
	£25,000		A77(T)/ Doonholm Road	Construction	TBC
Developer Contribution	£10,000	£10,000	Barassie P&R - detailed design	Detailed Design	Secured
ESTIMATED TOTAL					
	£1,113,750	£1,113,750			

**South Ayrshire Council- Ayrshire Roads Alliance
Structures Revenue Programme 2018/19**

<i>Route</i>	<i>TOWN</i>	<i>DESCRIPTION</i>	<i>Work</i>	<i>PROGRAMMED</i>
<i>No</i>			<i>Type</i>	<i>COST 2018-19</i>
A79/10	Ayr	Glengall Bridge	Waterproofing & Stonework Repairs	£55,000
A759/40	Gatehead	Old Rome Bridge	Stonework Repairs	£4,000
B734/10	Old Dailly	Killoup Bridge	Stonework Repairs	£8,000
B703510	Dailly	Upper Roan Bridge	Stonework Repairs & Verge Paving	£8,000
C37/20	Auchincruive	Oaklea Bridge	Stonework Repairs & Drainage	£3,000
C45/10	Ballantrae	Laggan Bridge	Stonework Repairs	£8,000
C114/30	Failford	Parkmill Burn Culvert	Stonework Repairs	£3,000
U27/40	Crosshill	Balsaggart Bridge	Stonework Repairs	£5,000
U36/10	Ballantrae	Kilantringan Bridge	Stonework Repairs	£4,000
U48/10	Lendalfoot	Cundry Mill Bridge	Stonework Repairs	£8,000
U55/10	Dalrymple	Netherton Culvert	Stonework Repairs & Verge Paving	£5,000
U66/20	Barr	Pinmullan Bridge	Stonework Repairs	£5,000
			ESTIMATED TOTAL	£116,000

**South Ayrshire Council- Ayrshire Roads Alliance
Structures Capital Programme 2018/19**

<i>Route</i>	<i>TOWN</i>	<i>DESCRIPTION</i>	<i>Work</i>	<i>PROGRAMMED</i>
<i>No</i>			<i>Type</i>	<i>COST 2018-19</i>
C2/10		Bridge of Coyle deck replacement	Bridge Strengthening	£835,000
U28/10		Drumlanford Bridge	Bridge Strengthening	£50,000
			ESTIMATED TOTAL	£885,000

1. Proposal details

Proposal Title Road Improvement Plan 2018/19	Lead Officer Stewart Turner
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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 proposal? Please indicate whether these would be positive or negative impacts

Community, Groups of People or Themes	Negative Impacts	Positive impacts
The whole community of South Ayrshire	-	-
People from different racial groups, ethnic or national origin.	-	-
Women and/ or men (boys and girls)	-	-
People with disabilities	-	-
People from particular age groups for example Older people, children and young people	-	-
Lesbian, gay, bisexual and heterosexual people	-	-
People who are proposing to undergo, are undergoing or have undergone a process to change sex	-	-
Pregnant women and new mothers	-	-
People who are married or in a civil partnership	-	-
People who share a particular religion or belief	-	-
Thematic Groups: Health, Human Rights, Rurality and Deprivation	-	-

3. Do you have evidence or reason to believe that the proposal will support the Council to:

General Duty and other Equality Themes	Level of Negative and/ or Positive Impact (high, medium or low)
Eliminate discrimination and harassment faced by particular communities or groups	Low impact
Promote equality of opportunity between particular communities or groups	Low impact
Foster good relations between particular communities or groups	Low impact
Promote positive attitudes towards different communities or groups	Low impact
Increase participation of particular communities or groups in public life	Low impact
Improve the health and wellbeing of particular communities or groups	Low impact
Promote the human rights of particular communities or groups	Low impact
Tackle deprivation faced by particular communities or groups	Low impact

4. Summary Assessment

Is a full Equality Impact Assessment (EQIA) required? (A full EQIA must be carried out on all high and medium impact proposals)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Rationale for decision: This report seeks approval for the 2018/19 Road Improvement Plan for carriageway, footways, street lighting and other related infrastructure improvements Their decision on this has no specific equality implications.		
Signed : Donald Gillies		Director
Date: 17 April 2018	Copy to equalities@south-ayrshire.gov.uk	