

**South Ayrshire Council**

**Report by Director - Place  
to Leadership Panel  
of 14 May 2019**

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**Subject: Road Improvement Plan 2019/20**

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**1. Purpose**

- 1.1 The purpose of this report is to seek Leadership Panel approval for the 2019/20 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 2019/20 as contained in [Appendix 1](#).**

**3. Background**

- 3.1 At its meeting on 28 February 2019, 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; light emitting diode (LED) street lighting replacement; traffic signals; implementation of 20mph infrastructure and bridge, coastal and harbour work.
- 3.2 The capital allocations approved at the Council meeting of 28 February 2019 for the next financial years are detailed in [Appendix 2](#).
- 3.3 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.
- 3.4 The condition of the road network is reviewed annually as detailed in [Appendix 3](#) and 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.

- 3.5 Grant applications will continue to be made to the Scottish Timber Transport Group, with match funding being provided from the roads reconstruction 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.
- 3.6 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.
- 3.7 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 £1.09 billion.

#### **4. Proposals**

- 4.1 The Roads Improvement Plan for 2019/20 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.
- 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:
- 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***

- 4.4 There are over 20,000 street lights in South Ayrshire. The proposed programme for 2019/20 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 provided 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. The LED replacement programme is contained in [Appendix 1](#).

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

- 4.7 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***

- 4.8 Designs have commenced 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.
- Barrhill - two further meetings held with the Community Council who requested and have been provided with additional information on speed activated signals as per the A74 Springholm model. Agreed proposal is to install VMS at village entrance with no hard engineering.
  - Colmonell – design complete and second Community Council meeting held on 22 January 2019. Agreed proposal is to install VMS at village entrances with no hard engineering.
  - Minishant – design complete and presentation meeting held with Community Council on 29 January 2019. Community agreed design and installation to be programmed.
  - Crosshill, Straiton and Kirkmichael – design complete and presentation meeting held on 26 February 2019. Awaiting feedback from Community Council.
  - Dailly - design complete and presentation meeting with Community Council held on 6 March 2019. Awaiting feedback from Community Council.
  - Kirkoswald, Maidens and Turnberry - design complete and presentation meeting arranged for 26 March 2019.
  - Pinwherry – design complete and presentation meeting held on 21 February 2019. Awaiting feedback from Community Council.

- Dundonald – design complete and presentation meeting held on 14 February 2019. A further drop event was held on 11 March 2019. Awaiting feedback from Community Council.
- Barr, Monkton and Dunure speed survey carried out design in progress.

### ***Programme for Structural Improvements***

- 4.9 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.
- 4.10 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.11 The projects included in the Roads Improvement Plan are subject to change depending on changes in the condition of the road network.
- 4.12 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 2019/20 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.

## **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 4](#).

## 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 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 – 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:

<b><i>Implementation</i></b>	<b><i>Due date</i></b>	<b><i>Managed by</i></b>
Implementation of the Road Improvement Plan	31 March 2020	Head of Service, Ayrshire Roads Alliance

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

**Report to Ayrshire Shared Services Joint Committee of 10 November 2017 - Condition of the Road Network**

**Report to Leadership Panel of 28 November 2017 - [Implementation of 20mph Speed Restrictions across South Ayrshire Villages](#)**

**[South Ayrshire Council - 28 February 2019 - Minutes](#)**

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**Date: 30 April 2019**

## South Ayrshire Council- Ayrshire Roads Alliance

## Carriageway Structural Maintenance Programme 2019/20

Route No	Town	Description	Work Type	Estimated Programme Cost 2019-20	Comments
A719	Ayr	Main Street/King Street	Resurfacing	£101,400	
Uncl	Ayr	Carrick Ave	Resurfacing	£72,105	
Uncl	Ayr	Boswell Park	Resurfacing	£59,800	
A713	Ayr	Castlehill Road	Resurfacing	£47,190	
Uncl	Prestwick	Marina Road	Resurfacing	£51,480	
B741		Girvan Dailly from A77 to Railway Bridge	Resurfacing	£67,500	
B741		Straiton to Junction Rowantree Toll	Resurfacing	£131,868	
B734		Barr / Pinmore	Resurfacing	£97,678	Full Length
B7049	Troon	Templehill	Resurfacing	£147,290	
A759	Troon	Portland Street, Troon	Resurfacing	£56,560	
B746	Troon	Beach Road, Troon	Resurfacing	£117,000	From joint at Beach Road to Joint near Barassie Bank Lane
B743		Mossblown/Mauchline	Resurfacing	£109,440	(From Hannah to A77)
B744		B744 Garden Street/Tarbolton - Council Boundary	Resurfacing	£56,340	
A79	Prestwick	Main Street	Resurfacing	£89,908	(Kirk Street to Kyle Street)
Uncl	Prestwick	Waterloo Road	Resurfacing	£41,366	(No 15 to Ayr Rd and No 76 to Adamton Rd)
A70		Ayr/Coylton	Resurfacing	£94,202	(B744-Roodlea)
A719	Ayr	Sandgate	Resurfacing	£68,302	
C74		McNairston Road Phase 1	Resurfacing	£75,000	(Crem -B742 screeding) Various
U77	Coylton	Hole Road	Resurfacing	£53,040	(A70 -Garvine Road)
A719		Maidens / Ayr Phase 1	Resurfacing	£166,250	Fisherton to Bottom of Hill at Lagg Farm
A719		Maidens / Ayr Phase 2	Resurfacing	£133,000	Drumshang to Fisherton
Uncl	Ayr	Merkland Road	Resurfacing	£88,894	
B734		B734 Hawkhill Road/Old Dailly - A77(T) Roundabout	Resurfacing	£127,205	B734
B741		B741 Junction of A77(T) At Bridge Mill - Main Street/Dailly	Resurfacing	£185,250	Killgrammie area to Dailly Br at C29 HRA Ditching + drainage

Route No	Town	Description	Work Type	Estimated Programme Cost 2019-20	Comments
U66		South Balloch	Screed	£85,950	Barr to Junction U25 overlay + screed Phase 1
Various	Various	Cattle Grid Replacement Programme		£20,000	Various
<b>Estimated Total</b>				<b>£2,344,018</b>	

### South Ayrshire Council - Ayrshire Roads Alliance

#### Footway Programme 2019/20

Route No	Town	Location	Description	Estimated Programmed Cost	Comments
Uncl	Troon	St Meddans Street Troon		£17,052	
Uncl	Dundonald	Cochrane Avenue		£9,585	
Uncl	Troon	Cessnock Road		£13,905	
Uncl	Mossblown	Sloan Avenue		£15,030	
Uncl	Ayr	Alderston Avenue		£18,900	
Uncl	Mossblown	Mossbank Place		£8,123	
Uncl	Ayr	St Andrews Street Phase 1		£39,750	
Uncl	Ayr	Mount Charles Crescent 1		£33,930	
B741	Straiton	Main Street		£17,679	
C421	Girvan	The Avenue		£28,740	
<b>Estimated Total</b>				<b>£202,694</b>	

### South Ayrshire Council-Ayrshire Roads Alliance

#### Lighting Programme 2019/20

Route No	Town	Description	Work Type	Estimated Programmed Cost
Uncl	Prestwick	Calveston Rd/Outdale Ave	Lighting replacement & Infrastructure Improvement	£150,000
Uncl	Troon	Templehill Incl Bank Street	Lighting replacement & Infrastructure improvement	£50,000
Uncl	Mossblown	Arcon Avenue	Lighting replacement & Infrastructure improvement	£50,000
<b>Estimated Total</b>				<b>£250,000</b>

## South Ayrshire Council-Ayrshire Roads Alliance

### LED Lighting Programme 2019/20

Route No	Town	Description	Programmed Date
-	Prestwick Phase 1	LED Replacement	May 2019
-	Prestwick Phase 2	LED Replacement	June 2019-August 2019
-	Troon Phase 1	LED Replacement	June 2019-July 2019
-	Troon Phase 2	LED Replacement	June 2019-July 2019
-	Girvan/Maybole	LED Replacement	June 2019-July 2019
-	Ayr Phase 1	LED Replacement	August 2019-November 2019
-	Ayr Phase 2	LED Replacement	August 2019-November 2019
-	Ayr Phase 3	LED Replacement	December 2019-February 2020
-	Ayr Phase 4	LED Replacement	December 2019-February 2020
-	Coylton	LED Replacement	September 2019-October 2019
-	St Quivox /Mossblown/Annbank/Dundonald	LED Replacement	November 2019-December 2019

## South Ayrshire Council- Ayrshire Roads Alliance

### Traffic and Transportation Programme 2019/20

Calculated Funding Totals	Sub-Bid	Total Bids	Project Description	Stage	Bid Status
SPT	£50,000	£355,000	Alloway to Burton Underpass	Enabling works and PU diversions	Prospective
	£25,000		A77(T)/ Doonholm Road	Construction	Prospective
	£50,000		Dundonald to Barassie link	Detailed Design/ Pre-construction	Prospective
	£100,000		Access for all review - Coylton	Detailed Design/ Construction	Prospective
	£80,000		Loans to Troon Railway Station	Detailed Design/ Construction	Prospective
	£50,000		Ayr & Prestwick SQP - bus infrastructure imps	Design/ Construction	Prospective
Sustrans – Places for Everyone	£50,000	£680,000	Alloway to Burton Underpass	Enabling works and PU diversions	Prospective
	£50,000		Access for all review - Dunure	Detailed Design	Prospective
	£20,000		Annbank to Mossblown Shared Use Link	Feasibility/ Concept Design	Prospective
	£10,000		A78 Underpass at Dutch House	Feasibility/ Concept Design	Prospective
	£10,000		Longhill Avenue Link Path	Feasibility/ Concept Design	Prospective
	£100,000		Access for all review - Coylton	Detailed Design/ Construction	Prospective
	£60,000		Prestwick Placemaking	Engagement/	Prospective

Calculated Funding Totals	Sub-Bid	Total Bids	Project Description	Stage	Bid Status
				Detailed Design	
	£80,000		Loans to Troon Railway Station	Detailed Design/ Construction	Prospective
	£50,000		Dundonald to Barassie link	Detailed Design/ Pre-construction	Prospective
	£250,000		A759 Footway Enhancements (Loans to Barassie)	Construction	Prospective
SCSP	£103,000	£103,000	Active Travel Hub, Year 5	Ongoing Project Delivery	Provisional
CWSS	£184,000	£184,000	To provide match funding to a number of the projects listed above	Various	Provisional
<b>ESTIMATED TOTAL</b>		<b>£1,322,000</b>			

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

Signal No	Town	Description	Work Type	Estimated Programmed Cost
SAS40/1	Troon	Barrassie Street/Portland Street Junction	Signal Replacement	£55,000
SAS41	Troon	Ayr Street/Portland Street	Signal Replacement	£55,000
SAP3	Ayr	Dalmellington Road/ Kincaidston		£29,700
		<b>Estimated Cost</b>		<b>£140,000</b>

### South Ayrshire Council - Ayrshire Roads Alliance

#### Structures Capital Programme 2019/20

Route No	Town	Description	Work Type	Estimated Programme Cost
C2/10		Bridge of Coyle	Bridge Strengthening	£180,000
U28/10		Drumlanford Bridge	Bridge Strengthening	£50,000
		<b>Estimated Cost</b>		<b>£230,000</b>

## Capital Investment Budgets 2019/20-2025/26

	<i>2019/20</i>	<i>2020/21</i>	<i>2021/22</i>	<i>2022/23</i>	<i>2023/24</i>	<i>2024/25</i>	<i>2025/26</i>
<b>Roads Reconstruction</b>	£2.500m						
<b>Street lighting</b>	£0.250m	£0.250m	£0.250m	£0.00	£0.250m	£0.250m	£0.250m
<b>LED Replacement</b>	£3.580m	-	-	-	-	-	-
<b>20mph in rural villages</b>	£0.260m	£0.075m	-	-	-	-	-
<b>Bridges Capital</b>	£0.010m	£0.315m	£0.270m	£0.395m	£0.250m	-	-
<b>Bridge Strengthening</b>	£0.230m	-	-	-	-	-	-
<b>Girvan Harbour</b>	£0.300m	-	-	-	-	-	-
<b>Traffic Signals</b>	£0.140m	£0.140m	£0.140m	£0.092m	-	-	-
<b>Newton Coastal Shore Protection</b>	£0.146m	-	-	-	-	-	-
<b>Total</b>	<b>£7.416m</b>	<b>£3.280m</b>	<b>£3.160m</b>	<b>£2.987m</b>	<b>£3.000m</b>	<b>£2.750m</b>	<b>£2.750m</b>

## Condition of the Road Network

- 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.
- 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; and
  - Red – roads where maintenance operations are likely to be required.
- 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.
- 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 2011/13 – 2017/19**

Two Year Condition	2011/13	2012/14	2013/15	2014/16	2015/17	2016/18	2017/19
<b>Scottish Average</b>	36.1%	36.2%	36.7%	37.0%	36.4%	36.7%	36.3%
<b>South Ayrshire</b>	44.5%	46.6%	45.0%	44.2%	42.3%	41.0%	41.3%
<b>South Ayrshire Ranking</b>	28	28	27	27	27	27	27
<b>Average Annual Spend on Surfacing</b>	£1.6m	£1.4m	£1.7m	£2.0m	£1.5m	£2.0m	£2.5m

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

**Table 2: South Ayrshire Road Condition Index by Category 2011/13 – 2017/19**

<b>RCI</b>	<b>Overall</b>	<b>A Class</b>	<b>B Class</b>	<b>C Class</b>	<b>U Class</b>
<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%
<b>2013/15</b>	45.0%	42.2%	50.4%	49.5%	42.0%
<b>2012/14</b>	46.6%	41.6%	49.2%	48.0%	46.0%
<b>2011/13</b>	44.5%	38.4%	47.9%	43.2%	44.9%

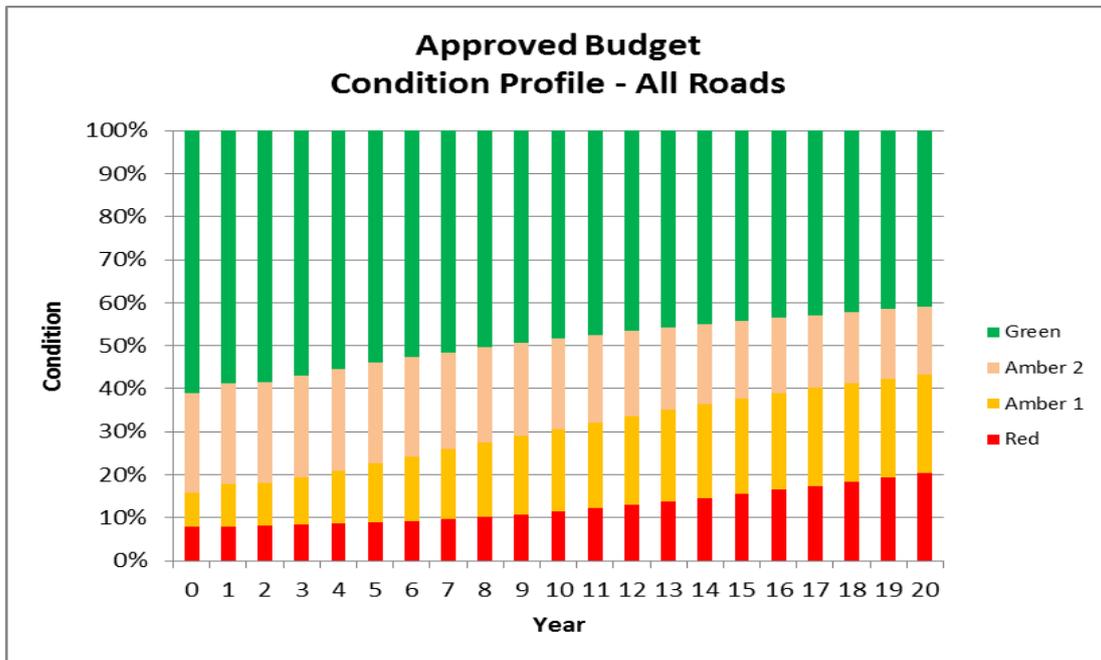
6 The development of the Road Asset Management Plan and the adoption of the WDM roads management system provides improved resources to address the backlog and deal with any surface defects detected. Additional WDM modules were introduced and developed in 2017 in relation to project scheme builder and a new customer care package to be introduced in April 2019.

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 £5m 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 20% reduction. Continued reduction in budgets 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 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 A and B class continues to improve.

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/**

**Table 3: Condition Profile**



- 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.
- 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 2019/20.
- 11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2019/20, 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.
- 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.
- 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 2019/20.



# EQUALITY IMPACT ASSESSMENT

Road Improvement Plan 2019/20

14 May 2019

**South Ayrshire Council Equalities Scoping Template**

**1. Policy details**

Policy Title <b>Road Improvement Plan 2019</b>	Lead Officer <b>Stewart Turner</b>
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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 policy? Please indicate whether these would be positive or negative impacts**

<b>Community, Groups of People or Themes</b>	<b>Negative Impacts</b>	<b>Positive impacts</b>
The whole community of South Ayrshire	No	Yes
People from different racial groups, ethnic or national origin.	No	Yes
Women and/or men (boys and girls)	No	Yes
People with disabilities	No	Yes
People from particular age groups for example Older people, children and young people	No	Yes
Lesbian, gay, bisexual and heterosexual people	No	Yes
People who are proposing to undergo, are undergoing or have undergone a process to change sex	No	Yes
Pregnant women and new mothers	No	Yes
People who are married or in a civil partnership	No	Yes
People who share a particular religion or belief	No	Yes
Thematic Groups: Health, Human Rights, Rurality and Deprivation.	No	Yes

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

<b>General Duty and other Equality Themes</b>	<b>Level of Negative and/or Positive Impact (high, medium or low)</b>
Eliminate discrimination and harassment faced by particular communities or groups	No adverse impact identified. Low
Promote equality of opportunity between particular communities or groups	No adverse impact identified. Low
Foster good relations between particular communities or groups	No adverse impact identified. Low
Promote positive attitudes towards different communities or groups	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	No adverse impact identified. Low
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

**4. Summary Assessment**

<b>Is a full Equality Impact Assessment required?</b> (A full EIA must be carried out on all high and medium impact policies)		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
<b>Rationale for decision:</b> This work does not directly impact on service delivery. If future work leads to amendments in policy then the need for a full Equality Impact Assessment will be considered.			
Signed : .....Stewart Turner.....Head of Service			
Date: 24 April 2019		Copy to <a href="mailto:equalities@south-ayrshire.gov.uk">equalities@south-ayrshire.gov.uk</a>	