



North Ayrshire
Community Planning Partnership

Arran Locality Partnership

Friday 7 June 2019 at 11.00 am in Ormidale Pavilion, Arran

Business

Item	Subject	Pg No	Ref	Officer	Time
1.	Welcome and Apologies	-		Cllr McMaster	11.00
2.	Action Note Review the action note and deal with any outstanding items.	Pg 3	Enclosed	Audrey Sutton	11.00 – 11.05
3.	Story Maps Receive presentation from Damien Griffith.		Presentation	Damien Griffith	11.05 – 11.20
4.	Meeting Times Receive report from Audrey Sutton.	-	Verbal	Audrey Sutton	11.20 – 11.25
5.	Youth Representation Receive report from Audrey Sutton.	-	Verbal	Audrey Sutton	11.25- 11.35
6.	Locality Partnership Community Engagement and Community Champions Receive report from Anne-Marie Hunter.	-	Verbal	Anne-Marie Hunter	11.35 – 11.45
7.	Participatory Budgeting Receive Report from Anne-Marie Hunter.	-	Verbal	Anne-Marie Hunter	11.45 – 11.55
8.	Social Enterprise Update Receive update from Tom Henderson.	-	Verbal	Tom Henderson	11.55 – 12.05
9.	Fair For All Receive update from Audrey Sutton.	-	Verbal	Audrey Sutton	12.05 – 12.10
10.	Arran Alcohol and Drug Study Receive update from Vicki Yuill.	-	Verbal	Vicki Yuill	12.10 – 12.20
11.	Halls, Centres and Libraries Receive update from Audrey Sutton.	-	Verbal	Audrey Sutton	12.20 – 12.30
12.	CIF Receive update from Audrey Sutton Consider outstanding CIF applications.	-	Verbal	Audrey Sutton	12.30 – 12.40
13.	Grant Funding <ul style="list-style-type: none"> Nurturing Excellence. 	Pg 9	Enclosed	Anne-Marie Hunter	12.40 – 12.50
14.	AOCB	-	-	Cllr McMaster	12.50 – 1.00

	<ul style="list-style-type: none"> • Roads Maintenance Programme 2019/20 • Membership Discussion 	Pg 13		Audrey Sutton	
Date of Next Meeting: Friday 6 September 2019, 11.00 am, Ormidale Pavilion					

Distribution

Elected Members

Councillor Ellen McMaster (**Chair**)
 Councillor Timothy Billings
 Councillor Anthony Gurney

Community Representatives

Richard McMaster
 Tom Tracey

CPP/Council Representatives

Vicki Yuill, Senior Lead/ HSCP Chair
 Audrey Sutton, Lead Officer
 Greg Hamil- Lead GP
 Carol Kane, TSI
 Michelle Sutherland, HSCP
 Paul Storrie, SFRS
 Colin Convery, Police Scotland
 Anne-Marie Hunter, North Ayrshire Council
 Rosemary Fotheringham, North Ayrshire Council

Meeting:	Arran Locality Partnership
Date/Venue:	29 March 2019, The Ormidale Pavilion, Brodick, Isle of Arran
Present:	Councillor Ellen McMaster (Chair); Councillor Timothy Billings; Councillor Anthony Gurney Audrey Sutton, Head of Connected Communities, North Ayrshire Council (Lead Officer); Vicki Yuill, Senior Lead Officer (TSI); Sgt. Dougie Robertson, Police Scotland; Tom Tracey, Community Representative; Louise Kirk, Active Travel and Transport Manager, North Ayrshire Council; Jennifer McGee, Community & Locality Planning Assistant, North Ayrshire Council;
Apologies:	Inspector Colin Convery, Police Scotland; Anne Marie Hunter, North Ayrshire Council; Bill Calderwood, Community Representative; Richard McMaster, Arran Community Council; Sophie Clark, Third Sector Interface; Michelle Sutherland, North Ayrshire Health and Social Care Partnership.

ACTIONS

No.	Action	Responsible
1.	Welcome and Apologies The Chair welcomed those present and apologies for absence were recorded.	Noted
2.	Minutes from meeting held on 14 December 2018 The minutes arising from the meeting held on 14 December 2018 were approved.	
3.	Matters Arising Updates following the actions arising from the 14 December 2018 meeting were provided: <ul style="list-style-type: none"> • Arran Youth Forum have applied for CIF Funding – this will go to the Arran Ideas Group for discussion; • Eco Savvy update has been deferred to June meeting due to time constraints for the March meeting; • Council Plan – the draft Council Plan was approved at Council of 27 March. Wider consultation now taking place; • Consul, the Council's new online engagement tool is now live. Audrey advised that discussions to take place with Vicki Yuill and Barbara Hastings to discuss support from the Third Sector Interface. <p>Audrey Sutton thanked the Locality Partnership for agreeing the Festival and Events grant under delegated powers following the postponement of the Locality Partnership Meeting earlier this month.</p>	

<p>4.</p>	<p>Arran Routes</p> <p>Louise Kirk provided the Locality Partnership with an update following discussions which took place at the December 2018 Locality Partnership meeting.</p> <p>Discussions have taken place with Arran Access Trust who were also doing a separate application to the National Trust for Scotland fund and they agreed that it would be beneficial to have a joint application (with the addition of the Brodick to Corrie coastal way route) rather than two applications for one island, given that they had shared interests.</p> <p>Louise highlighted the prospect of the development of an App for the island as part of the funding bid which would provide tourists and locals with information on walking/cycling routes.</p> <p>Louise advised that the overall fund value from National Trust for Scotland is £5m. The funding will be distributed through six major capital projects and four digital projects, meaning that the approximate funding available for the island, if successful, would be £500k. Any successful projects will have to be completed by 2022.</p> <p>In terms of the Brodick to Lamlash route, Louise advised that there could be an opportunity to apply for funding from the Sustrans People and Place Fund. This would mean that a feasibility study and design of project could be carried out. The fund attracts 100% funding and gives us time and resource needing to identify the perfect route.</p> <p>Audrey Sutton asked Louise if she would forward a summary of the information provided to the Partnership.</p>	<p>Louise Kirk</p>
<p>5.</p>	<p>Arran Outdoor Centre</p> <p>The Chair advised that she wanted to take the opportunity to highlight her appreciation to the staff at Arran Outdoor Centre and Police Scotland following a search for missing person last month.</p> <p>Sgt Robertson also conveyed his thanks to those involved as this was a large-scale operation and the staff and the Outdoor Centre provided excellent assistance.</p>	<p>Noted</p>
<p>6.</p>	<p>HSCP Update</p> <p>Audrey Sutton advised the Partnership that the Council's Cabinet and the Integration Joint Board agreed a merger of Locality Partnership and the Locality Partnership Forum on a 12-month pilot basis. Arran will be the only locality piloting this initiative.</p> <p>Audrey highlighted that the merger of the two partnerships makes best use of resources and capacity of those involved as well as the opportunity to have broader discussions.</p>	

	<p>Vicki Yuill highlighted that there will be greater synergy with the merger given the shared priorities of the groups and that it will be less complex for those in community with there being one group rather than two.</p> <p>Vicki also advised that there will be three members of the Locality Partnership Forum joining the Locality Partnership with the remaining members of the Locality Partnership Forum becoming the Community Champions Group.</p> <p>As a result of the pilot merger, work is being carried out to review the Partnerships Terms of Reference.</p>	<p><i>Noted</i></p>
<p>7.</p>	<p>Participatory Budgeting Update</p> <p>Audrey reported that the Locality Participatory Budgeting event took place on 23 March 2019 at Arran High with 350 people attended the event. Very positive feedback was received from attendees and groups involved as it was a great opportunity for networking and creating awareness.</p> <p>The Partnership advised that it would be beneficial to have Pam Crosthwaite attend the June Locality Partnership meeting to discuss how the Partnership can progress to the next stage.</p> <p>Audrey expressed her thanks for everyone's input in ensuring the event was a success.</p>	<p><i>Noted</i></p> <p><i>J McGee</i></p> <p><i>Noted</i></p>
<p>8.</p>	<p>Arran Ideas/Community Investment Fund</p> <p>Audrey Sutton advised the Partnership that following on the from successful PB event on 23 March, a meeting of the Arran Ideas Group would be arranged in form of a workshop to allow CIF Bids to be discussed. Audrey highlighted to Sgt Robertson that she would value Police Scotland being in attendance to have their view and to contribute towards the discussions.</p> <p>The Partnership discussed the possibility of Local Businesses being able to contribute to the Participatory Budgeting pot going forward. The grant could be sponsored by a local business with the criteria for the grant being agreed with them also.</p> <p>Audrey also highlighted the other options of funding available such as NAVT to allow scope for match funding. Audrey advised that it would be useful for Vicki Yuill to meet with Julia Whittaker and Rosemary Fotheringham to see what would be brought to the table.</p> <p>Vicki Yuill also highlighted that officers from CVS could do some work measuring outcomes from project which will provide starting point for a benchmark.</p>	<p><i>Audrey Sutton/Jennifer McGee</i></p> <p><i>Vicki Yuill/Audrey Sutton</i></p> <p><i>Vicki Yuill</i></p>

	<p>Audrey Sutton provided the Partnership with an overview of examples of CIF funding applications which have been approved within other localities:</p> <ul style="list-style-type: none"> • North Coast - Clearer Minds • Three Towns - Ardrossan Development Trust; and • Garnock Valley – Travel Needs Assessment. <p>Councillor Gurney advised the Partnership that the Ardrossan Community Trust had their first public meeting on 23 March at the Ardrossan Civic Centre. 88 people attended the meeting and they heard from Our Place, what the Trust hopes to bring to the town and almost half signed up there and then. There is also a junior membership option where 12-15-year-olds can get involved.</p> <p>Tom Tracey highlighted that Arran Development Trust's biggest priority at the moment is having sustainable housing on the island, and asked Councillor Gurney to meet with him to see if there could be any shared learning between the Trusts. Councillor Gurney agreed that this would be beneficial and that it would be good to have Jim McHarg who is the Lead Officer for the Three Towns Locality Partnership involved in this meeting.</p>	<p><i>Cllr Gurney/Tom Tracey/Jim McHarg</i></p>
<p>9.</p>	<p>Halls, Centres and Libraries</p> <p>Audrey Sutton advised that Partnership that following the agreement of the Council's Medium-Term Financial Strategy there is a proposal to reduce number of facilities the Council operates in the future.</p> <p>An online consultation/engagement process has been launched to gather vital information to assist the Council and our partners as we work together to help shape the future landscape of the facilities in our local towns and villages.</p> <p>There will also be conversation cafés held in each of the Localities. Audrey highlighted that she would advise the Partnership of the date and venue of the Arran Conversation Café once it had been confirmed.</p> <p>Audrey also urged the Partnership to share the information of the event widely once details are received.</p>	<p><i>Audrey Sutton</i></p> <p><i>ALL</i></p>
<p>10.</p>	<p>Joint Cabinet/Youth Cabinet Meeting</p> <p>Audrey Sutton advised that Joint Cabinet/Youth Cabinet Meeting take place in each of North Ayrshire School clusters. The meeting has a Conversation Café approach and focuses on issues that young people feel strongly about. Their 'You said, we did' approach highlights issues to schools Council Chief Officers.</p> <p>The next meeting of the Joint Cabinet/Youth Cabinet will be held at Arran High. A date for this meeting has to be confirmed.</p>	<p><i>Noted</i></p> <p><i>Audrey Sutton</i></p>

<p>11.</p>	<p>Fair For All</p> <p>Audrey provided the Locality Partnership with an overview of the work of Fair for All and how it feeds in our everyday work.</p> <p>Audrey also highlighted that the Council has been working alongside Carnegie Trust UK to encourage kindness in organisations and communities, to improve wellbeing and support empowerment as part of our Fair for All strategy. The partnership aims to work across public, private and third sectors and with individuals and communities to actively apply the learning from the first phase of the Trust's kindness project within the context of existing collaborations to tackle poverty and create equity.</p> <p>Audrey shared information with the Partnership which highlighted the Fair For All Pledges and how Arran could address these themes.</p> <p>A copy for the Fair For All One Year on document was also shared with the Partnership.</p> <p>Audrey asked for a further discussion on Fair for All to be added to the Agenda for the June Locality Partnership Meeting.</p>	<p>J McGee</p>
<p>12.</p>	<p>AOCB</p> <p>Tom Tracey advised the Partnership that the Discover Arran website would be launched next week. This complements the Visit Arran website. The website will be used to advertise jobs, encourage people to live or work on the island. Tom advised that affordable island property will be included on the website once in place.</p> <p>Audrey advised Tom that a link to the Discover Arran Website could be added to the Community Planning website also.</p> <p>Tom Tracey also advised that meetings have been arranged with the Housing and Transport Ministers to discuss housing and ferry matters.</p> <p>Audrey Sutton advised that Bill Calderwood (Locality representative) had submitted his resignation from Locality Partnership.</p> <p>She expressed regret and noted the Locality Partnership's thanks for his contribution.</p> <p>The Chair advised that she would be keen to have the Arran Ideas Workshop before recruiting new members. It was agreed that information on the recruitment for new members would be posted on the Community Planning Website and with the Locality Partnership Members to share with their contacts after the Arran Ideas Workshop. Applications will be reviewed at the June Locality Partnership Meeting.</p>	<p>Audrey Sutton/Jennifer McGee</p>

	<p>At present there is one community vacancy, however Audrey highlighted that the Partnership has the option to co-opt members.</p> <p>Audrey Sutton advised the Partnership that the Ayrshire Growth Deal Heads of Terms had now been signed. Within the deal there is a commitment to Arran relating to Marine Tourism.</p> <p>Audrey advised that as work was still in very early stages, an update on the Ayrshire Growth Deal would be brought to the September Locality Partnership Meeting.</p>	<p><i>Jennifer McGee</i></p>
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The meeting ended at 1.10 p.m.



Locality Partnership: Arran Locality

Date: 7 June 2019

Subject: To advise the meeting of applications received in respect of the Nurturing Excellence in Communities Fund.

Purpose: To consider the applications as outlined in Appendix 1 to this report.

Background

Applications have been received in respect of the Nurturing Excellence in Communities Fund.

Key Points for Locality Partnership

The balance available for disbursement is bullet pointed below:

- The Nurturing Excellence in Communities Fund has a balance of £3,064.
- The Elderly Grants budget is attached at Appendix 2 of this report for approval.

Action Required by Locality Partnership

To consider the applications for grant funding as outlined in Appendix 1 to this report.

For more information please contact: *Jim McHarg, Senior Manager, Connected Communities, 2nd Floor Cunninghame House, Irvine.*
Email - jmcharg@north-ayrshire.gov.uk

Completed by: *Rosemary Fotheringham (rosemaryfotheringham@north-ayrshire.gov.uk)*
Tel: 01294 475935

Date: 23/05/19

APPENDIX 1

Nurturing Excellence in Communities Fund				
Applications from Organisations seeking Financial Assistance – Arran Locality 7 June 2019				
Organisation	Purpose of Grant	Amount Requested	Amount Recommended	Comments
<p>Lamlash Events</p> <p>Meeting place: Lamlash Green</p> <p>Number attending: 300</p> <p>Past awards: No previous NEiC awards</p> <p>Other Funders: Festival & Events Fund Award 2018/19 - £960</p> <p>Scoring: 33/40</p> <p>Supporting documents received: Bank Statement Income/Exp Sheet Constitution Quotes</p>	<p>Looking for financial assistance towards purchase of a marquee to support the Arran Rock 'n' Blues Festival taking place on 27th July 2019</p> <ul style="list-style-type: none"> • Marquee (9 x 24m) - £1,700 <p>Total cost of project - £14,136</p> <p>A full breakdown of costs is available.</p>	<p>£1,000</p>	<p>£1,000</p>	<p>The recommended amount will provide funding towards the purchase of a marquee that will be used for the Arran Rock & Blues Festival and also for other future events.</p> <p>The Arran Rock & Blues event will offer the Arran community the opportunity to attend a day out with top quality music and also offers them volunteering opportunities to help out at the event. Last year's event attracted over 300 people and it is anticipated that there will be increased numbers attending this year.</p> <p>Local businesses will be asked to take part in the event, supporting local cafes and hotels and a high priority will be given to local Arran produce, particularly championing the growing Vegetarian/Vegan interest.</p> <p>In addition to this businesses will be given promotional opportunities in the event programme.</p>

Nurturing Excellence in Communities Fund

Applications from Organisations seeking Financial Assistance – Arran Locality
7 June 2019

Organisation	Purpose of Grant	Amount Requested	Amount Recommended	Comments
<p>Arran Youth Foundations</p> <p>Meeting place: Youth Cabins Arran High School</p> <p>Number attending: 150</p> <p>Past awards: No previous NEiC awards</p> <p>Other Funders: Pending awards from: Foyle Foundation - £10,000 Hedley - £4,000 Youth PB - £1,000 Weir Charitable Trust - £4,000</p> <p>Scoring: 31/40</p> <p>Supporting documents received: Bank Statement Income/Exp Sheet Constitution Quotes</p>	<p>Looking for financial assistance towards a range of school holiday activities for young people.</p> <ul style="list-style-type: none"> • Eas Mor Walk- £60 • Disc Golf - £70 • Kilmarnock Football Club match - £100 • Abseiling - £120 • Gorge Walking - £150 • Glasgow Warriors rugby match - £350 • Parkrun - £350 • Paragliding - £400 • Tough mudder - £400 <p>Total - £2,000</p> <p>Total cost of project - £8,000 (A full breakdown of costs is available)</p>	£2,000	£1,000	<p>This funding will support the delivery of a summer holiday activity programme for young people.</p> <p>The young people of Arran are uniquely disadvantaged by island life and can experience isolation, lack of services, unemployment which have traditionally led to feelings of boredom.</p> <p>This summer programme offers young people opportunities to go on adventures taking them out of their comfort zone and giving them new experiences and challenges. It allows them to go off-island and connect with opportunities that they would not otherwise experience and learn new skills.</p> <p>In addition to building self-confidence and gaining new skills, the programme also encourages health and wellbeing amongst the young people and benefits the wider community through the reduction of anti-social behaviour.</p>

APPENDIX 2**ELDERLY GRANTS 2019/10**

Town	Population Aged 65+ (MYE 2016)	Areas population Aged 65+ as % of North Ayrshire's Elderly Population (MYE 2016)	Grant allocation (£) based on pro-rata allocation
Arran CVS to distribute to elderly groups on Arran	1,473	5.04	£3,000

Locality Partnership – Arran

Date: 20 June 2019

Subject: Road Maintenance Programme 2019/20

Purpose: To advise the Locality Planning Partnership of the Roads, Structures and Street Lighting Maintenance Programme for 2019/20.

1. Introduction

- 1.1 North Ayrshire Council has a statutory obligation under the Roads (Scotland) Act 1984 to manage and maintain its public road network. The adopted road network within North Ayrshire has a total length of 1036km. The core roads assets are currently estimated at a value of approximately £1.7 billion.
- 1.2 North Ayrshire Council are responsible for the maintenance of the adopted local road network as well as its other non-adopted road assets. However the Council have no responsibility for the maintenance of the Trunk Road Network which is the responsibility of Transport Scotland and their management contractor, Scotland Transerve. The Trunk Road network includes the A78, the A737 from Kilwinning to the East Renfrewshire Boundary and A738 from the Pennyburn Roundabout to the A737 Dalry Road Kilwinning.

2. Current Position

- 2.1 Roads have adopted an asset management approach to road maintenance to allocate available road maintenance funds to locations that will offer the most beneficial return on the investment.
- 2.2 The Roads Asset Management Plan (RAMP) and the maintenance strategy developed within the RAMP complies with the recommendations contained within the 'Well Maintained Highways Code of Practice, ensuring that the Councils statutory obligations as delegated Roads Authority are met.
- 2.3 In complying with the Code of Practice, an effective regime of inspection, assessment and condition recording is well established which assists in not only providing a road network for the future but one that promotes social inclusion and contributes to economic growth within the area. This approach also ensures

the Council is providing value for money on any investment attributed to road maintenance.

3. Proposals

- 3.1 North Ayrshire Council's roads are the Council's largest Community Asset and play a vital role in supporting the local and wider economy by facilitating the movement of people, goods and services and connecting people with economic opportunities
- 3.2 As part of the Asset Management process, annual condition assessments are carried out on the public road network as part of the inspection regime. Where the condition of the road has deteriorated to the point where maintenance should be considered, a prioritisation matrix is completed to score and rank each location for consideration in future resurfacing programmes. This approach ensures an appropriate prioritisation of works in line with available budgets.
- 3.3 The Roads, Structures and Street Lighting Maintenance Programme for 2019/20 has been produced using the associated Lifecycle Plans, developed in accordance with the strategy contained within the Roads Asset Management Plan (RAMP). The Lifecycle Plans inform decisions on the location and type of maintenance treatments that will deliver the maximum return on investment and ensures the provision of an effective road network throughout North Ayrshire.
- 3.4 Road Condition is measured nationally through the Scottish Road Maintenance Condition Survey (SRMCS). The measure in place, the Road Condition Index (RCI), records the percentage of the Council's roads which should be considered for maintenance. North Ayrshire's current RCI is 38.1 which is an improvement from 39.1 in 2017. However the estimated carriageway maintenance backlog figure for North Ayrshire is currently £31.6 million. The steady state figure for maintaining our roads at present condition is £3.8 million per year. The allocated capital investment support by revenue funding should maintain our roads at a steady state.
- 3.5 The increase in traffic through the introduction of Road Equivalent Tariff (RET), is having an effect on the condition on our road network on Arran and Cumbrae. An innovative contractual arrangement enabled £430,000 of surface dressing works to be delivered last which will be funding this year. These locations are detailed within the attached appendices.

4. Conclusion

- 4.1 The Roads Maintenance Programme 2019/20, which was approved by North Ayrshire Council's Cabinet on 12 March 2019, is attached in Appendix 1a and 1b.
- 4.2 Details of how condition assessments are carried out and how roads, structures and lighting locations are prioritised for inclusion in our Maintenance Programme are provided at Appendix 2.

4.3 A copy of the assessment matrixes used for scoring and ranking carriageway and footways for inclusion in our resurfacing programmes is attached in Appendix 3.

4.4 The assessment matrix used for scoring and ranking structures for inclusion in structures maintenance programme is attached in Appendix 4.

5. Recommendation

5.1 That the Locality Planning Partnership are asked to note the approach taken to determining the Roads, Structures and Street Lighting Maintenance Programme.

5.2 That Locality Planning Partnership are asked to note the Roads, Structures and Street Lighting Programme for 2019/20, as shown at Appendix 1a and b.

Name: Campbell Dempster

Designation: Senior Manager (Network), Commercial Services (Roads)

Date: 2 April 2019

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
A736	Garnock Valley	Nethergree to Lugtonridge	£196,000
A738 Parkhouse Road	Ardrossan	Sorbie Road to bungalows westbound (including full junction)	£51,000
B7049 Roebank Road / Wilson Street	Beith	No.3 to Junction at No.30	£72,000
B7081 Annick Road	Irvine	West of Pedestrian Crossing to East Road (including Mill Rd junction to No.7)	£76,000
B714	Saltcoats	Fleming Terrace to North of Roundabout	£130,000
B730	Drybridge	From bridge to start of Surface Dressing	£60,000
B777	Glengarnock	Auchengree Junction to 50m beyond Lochshore access	£42,000
B777	Gateside	A737 to Gateside at School	£160,000
B780	Dalry	Limit Signs to DSM entrance	£62,000
B780	Dalry	North Street to Braehead Place (include Junctions at North Street, Templand Road and Braehead Place)	£98,000
B780 South Crescent Road	Ardrossan	Roundabout to No.49	£22,000
B780 Newton Street / Main Street	Kilbirnie	Outside church at Newton Street to joint before Roundabout at Bridgend	£63,000
B781	West Kilbride	No. 81 to C26 Junction	£85,000
B781 Ritchie Street	West Kilbride	Halfway Street to Well Street	£42,000
Whitlees Court	Ardrossan	Whitlees Court (Part)	£15,000
Kerse Avenue	Dalry	Full Length	£20,000
Davidson Avenue	Glengarnock	Full Length	£16,000
Castlepark Circle	Irvine	Between Junctions Morar Place and Maree Place and at the Junction of Lomond Place	£92,000
Speyburn Place	Irvine	Full Length	£9,000
Mill Road, Knoxville Road	Kilbirnie	Factory entrance to Paddockholm Junction	£61,000
McGavin Avenue	Kilwinning	Full Length	£16,000
Queen Street	Kilwinning	Full Length	£25,000
Baird Avenue	Kilwinning	opposite Woodwynd Shops at half circle (include Howden Ave junction)	£13,000
Laverock Drive	Largs	Full Length	£30,000
Burnside Way	Largs	Full Length (extend into Alexander Ave)	£30,000
Gateside Street	Largs	Aitken Street to New Street	£26,000
Allanpark Street	Largs	Full Length	£38,000
Ashdale Avenue	Saltcoats	Full Length + (2 patches Catacol Avenue)	£26,000
Craigs Place	Saltcoats	Full Length	£10,000

Hayocks Road	Stevenston	Castlehill Road to joint near no.121 Hayocks Road	£78,000
Hyslop Road	Stevenston	Hayocks Road to No.19 Hyslop Road	£27,000
Caledonian Road	Glengarnock	Low Bridge to Main Road	£126,000
Patching Contract	Various		£110,000
			£1,927,000

<i>Carriageway Screeding</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
B707	Dalry	Between C5 and C109 junctions	£88,000
C19 MOD Road	Beith	B706 to Barkip Plantation	£132,000
C41 Brisbane Glen Road	Largs	3 Sections	£22,000
C54 Castlehill Road	Kilwinning	From end of completed section towards Stevenston over the A78	£64,000
U22 Dipple	Saltcoats	Little Laught to the B714	£44,000
U47 Mossneuk	Beith	2 sections between Lodge Wood and East Woodside	£22,000
Burnfoot	Fairlie	Full Length	£16,000
Glen Road	Fairlie	Full Length	£14,000
Bowhouse Rise	Irvine	Middleton Road to Fortacre Place	£15,000
U29 Laigh Gooseloan	Kilwinning	Full Length	£25,000
Byrehill Avenue	Kilwinning	Full Length	£11,000
Montgomery Terrace	Kilwinning	Full Length	£22,000
Broomfield Street	Kilwinning	David Gage to Baird Avenue	£8,000
Stobbs Terrace	Kilwinning	Full Length (Inc Pollock Crescent Junction)	£20,000
Springvale Street	Saltcoats	Full Length	£33,000
Miller Road	Saltcoats	Full Length	£38,000
Stanley Place	Saltcoats	Full Length	£19,000
Sandybrae	Skelmorlie	Skelmorlie Castle road to The Crescent	£20,000
			£613,000

<i>Surface Dressing (CUMBRAE)</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Accelerated Works		Various	£130,000
			£130,000

<i>Surface Dressing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
B780	Dalry	Kittyshaw Road to Holmbyre	£38,000
B782	West Kilbride	B7048 to Main Street West Kilbride	£5,000
B7048	West Kilbride	B782 to A78	£11,000
B780	Ardrossan	Mill Farm northwards to end of surfacing	£23,000
A736	A736	Between C80 and Brownhills	£25,000
B706	Beith / Barrmill	North of C19 to C5	£30,000
B769	Irvine	From Hillhead to boundary	£48,000
B777	B777	C80 Eastwards	£20,000
			£200,000

<i>Footway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Montfode Footpath	Ardrossan	Island View to Montfode Drive	£10,000
Mid Dykes	Saltcoats	Full Length	£15,000
Lairdykes	Saltcoats	Carried over from 2018/19	£13,000
West Doura Avenue	Saltcoats	Jacks Road to Kennedy Road (Odd Side)	£6,000
Adair Avenue	Saltcoats	Part Length	£3,500
John Brogan Place	Stevenston	Full Length	£7,000
Sycamore Avenue	Beith	Full Length	£20,000
New Street	Dalry	Block paving to Traffic Lights, both sides	£10,500
Reddance Terrace	Dalry	Kingsway to end, one side only	£4,000
Maid Morville Avenue	Dreghorn	Full Length	£3,500
Fullarton Footpaths	Irvine	Footbridge area	£9,000
Cairnsgarroch Way	Irvine	Full Length	£7,000
Stronsay Way	Irvine	Broomlands busway to Mull Crescent	£10,000
Broomlands Busway	Irvine	Between Mill Road bridge deck and next bridge deck	£20,000
Duddingston Avenue	Kilwinning	Cul-de-sacs	£28,000
Sunderland Court	Kilbirnie	Full Length	£13,000
Bankhouse Avenue	Largs	Full Length	£21,000
Aubery Crescent	Largs	From boating pond, house side only	£5,500
Clyde Street	Millport	Carried over from 2018/19	£10,000
West Kilbride	Portencross Road	A78 West for 120m	£3,500
West Kilbride	Portencross Road	From end of houses on right hand side downhill towards the A78	£10,000
West Kilbride	Overton Drive	Snowdon Terrace to No. 23	£2,500
West Kilbride	Woodside	Full Length	£10,000
			£242,000

Lighting Deteriorated Infrastructure Replacements			
<i>Area</i>	<i>Town</i>		<i>Estimate Cost</i>
Bank Street - Knadgerhill (Old Part) Donaldson Drive Eastwood Avenue Herbertson Crescent MacKinnon Terrace Bank Court Bank Place Broomlands Busway	Irvine		£220,000
Boyd Street Frazer Street Gateside Street Glenburn Crescent Cunninghame Drive Tron Place	Largs		£100,000
Brown Place Argyle Place Lairdhykes Road Owen Kelly Place Martin Square Mulgrew Avenue Kenilworth Drive Abbotsford Place	Saltcoats		£140,000
Glebe Road	Beith		£50,000
			£510,000

Lighting Deteriorated Column Replacements			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Unplanned Locations			£170,000

Lighting Deteriorated Column Inspections			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			£70,000

Lighting Planned Lantern Energy Replacements (Invest to Save)			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Non-Road Asset Locations			£250,000

Structures Projects			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Seven Acres Mill Bridge	Kilwinning	Replacement	£350,000
Brackenburn Bridge replacement	Irvine	Boundary bridge – work by ARA	£70,000
Holmsford Bridge	Dreghorn	Scour protection / masonry repairs	£30,000
			£450,000

Carriageway Resurfacing:	£1,927,000
Carriageway Screeding:	£613,000
Surface Dressing:	£200,000
Surface Dressing (Cumbrae):	£130,000
Footway Resurfacing:	£242,000
Lighting Infrastructure Replacements:	£510,000
Deteriorated Column Replacements:	£170,000
Deteriorated Column Inspections:	£70,000
Lighting Planned Lantern Energy Replacements (Invest to Save)	£250,000
Structures Projects:	£450,000
Overall Mainland Total:	£4,562,000

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
B880	Blackwaterfoot	Tigheanfraoch Farm to C147 Junction	£27,000
A841	Corrie	Between Corrie and Sannox	£87,000
C147	Kilmory	Wishing Well to joint after 30mph limit ends	£80,000
C147	Lagg	Clachaig Cottage to road on left past Clachaig Farm	£54,000
C147	Sliddery	Bennecarrigan farm road to Sliddery Bridge	£47,000
C147	Kildonan	Kildonan Service Osprey Cottage to Eas Mor	£100,000
Kildonan Loop Road	Kildonan	East C147 Junction to South of Dervaig	£94,000
Kildonan Loop Road	Kildonan	Shore cottage to Drimlabarra Croft	£19,000
Kildonan Loop Road	Kildonan	From 50m north of Little Mill northwards for 165m	£13,000
C3 Ross Road	Lamlash	Various Locations	£54,000
Glenrosa	Brodick	Mill House to Glenshurig 250m, section near Heather Cottage 100m	£22,000
Market Road	Brodick	Market Road	£33,000
			£630,000

<i>Surface Dressing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Accelerated Works		Various	£300,000
			£300,000

<i>Footway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
The Avenues	Lamlash	Full Length	£5,000
Park Terrace	Lamlash	Part Length	£5,000
Main Street	Shiskine	From Shiskine PS to junction at Surgery	£5,000
			£15,000

<i>Structures Projects</i>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Catacol Burn Bridge	Catacol	Scour protection & general repairs	£80,000
			£80,000

Carriageway Resurfacing:	£630,000
Surface Dressing:	£300,000
Footway Resurfacing:	£15,000
Structures Projects:	£80,000
Overall Arran Total:	£1,025,000

Condition Assessment and Prioritisation Process

- 1.1 The Audit Scotland Follow-up report, Maintaining Scotlands Roads published in August 2016 stated that Councils should use their RAMPs to establish long term investment plans for maintaining the road network taking into account whole-life costing and treatment options.
- 1.2 As part of the Roads Asset Management process, annual condition assessments are carried out on the public road network as part of the inspection regime. All locations are assessed using a risk based approach.
- 1.3 Condition assessments are carried out simultaneously with the Safety Inspections in accordance with the pre-determined timescales contained within our Safety Inspection Manual. All faults noted during these inspections are logged within our electronic Routine Maintenance System (RMS).
- 1.4 For carriageways, to take account of whole-life and different treatment options the carriageway maintenance programme is developed using road asset management principles. Lifecycle planning is at the core of this approach and takes into account, hierarchies, condition and local community priorities. Preventative treatments are used to prolong the life of carriageway surfaces before their condition deteriorates and requires extensive resurfacing.
- 1.5 The main factors considered are:-
 - Road Condition – based on detailed visual inspection and the Scottish Road Maintenance Conditions Survey (SRMCS).
 - Road Hierarchy – this takes account of the strategic importance of the road and is determined from our Local Transport Plan.
 - Assistance to Council and Community Priorities – this takes account of other priorities such as economic development, access to shops, amenity housing or schools.
- 1.6 Carriageways and footways are both condition assessed and scored in accordance with the assessment table below. Where the condition assessment score (referring to table below) is assessed as being 11 or more, then a priority assessment is carried out, in accordance with the Scheme Assessment Form attached as Appendix 3.

Assessment Table

Extent	CONDITION			
	1 (Acceptable)	2 (Safe but poor appearance)	3 (Minor deterioration)	4 (Major deterioration)
1 - Up to 25%		5	9	13
2 – 25% to 50%		6	10	14
3 – 50% to 75%		7	11	15
4 – 75% to 100%	4	8	12	16

Each location that progresses onto the prioritisation process is rated using the additional criteria contained in the Scheme Assessment Form and is placed on the strategic list of priorities relative to its score. Each location is also reviewed at least once a year depending on its location within the Roads Hierarchy as part of the routine inspection process.

- 1.7 There are various types of surfacing materials and processes available depending on the particular road type, location and level of existing deterioration. Options available for treatment include preventative measures such as surface dressing, micro surfacing or asphalt preservation. Resurfacing options such as screeding, resurfacing (inlay and overlay), retread and overlay and depending on the severity of deterioration full reconstruction may be the most effective option.
- 1.8 The level of investment associated with the varying treatment types identified in the table below was established using the Society of Chief Officers of Transportation in Scotland's cost projection model, developed as part of the Roads Asset Management Planning project. The model assists with identifying the effect of various treatments on the on-going condition of the carriageway. This enables a more accurate design life for the treatments currently available to be developed and ensuring value for money on their use. An option appraisal matrix has also been developed to assist with the identification of the most appropriate treatment to be used at each location.

Treatment Option Table

Treatment Option	Cost / Sqm	Extension to life
Surface Dressing	£3.30	Up to 10 years
Micro Surfacing	£11.35	7 – 10 years
Asphalt Preservation	£5.00	Up to 5 years
Screeding	£9.00	5 – 10 years
Retread	£22.50	Up to 20 years
Inlay HRA	£18.00	Up to 20 years
Inlay SMA	£18.00	Up to 10 years
Overlay <100mm	£20.70	Up to 20 years
Inlay 100mm	£27.26	Up to 20 years
Reconstruction 300mm	£112.40	Up to 20 years

- 1.8 Street Lighting column replacement is prioritised through non-destructive strength testing to determine the level of deterioration associated with the columns. Following testing, columns are categorised within the Asset Management database for road lighting.
- 1.9 Testing is carried out in accordance with the Institute of Lighting Engineer's Technical Report No.22 Managing a Vital Asset: Lighting Supports as well as UK Lighting Board Code of Practice: Well-lit Highways.
- 1.10 Once results are input, the database then compares these results against the more general age profile to determine a final list of priority repairs. This produces recommendations in order of priority for both individual units and whole streets or areas.
- 1.11 Recommendations are generally categorised as Category A through K as follows:
- A: Immediate replacement
 - B: Replace urgently or reinspect within 6 months
 - C1: Column Material failure, replace as soon as possible or reinspect within 1 year
 - C2: Bracket failure, sleeve where possible or replace unit within 1 year
 - D: Foundation failure, realign, reinstate and reinspect within 6 months

- E: Material approaching failure, replace as part of planned maintenance programme or reinspect within 2 years
- F: Material approaching failure, replace as part of planned maintenance programme or reinspect within 5 years
- G: Condition reasonable, but age expired and certified insured for 2 year periods until replaced
- H: Condition reasonable, but age expired and certified insured for 5 year periods until replaced
- I: Acceptable condition but age expired and insured for 5 years periods until replaced.
- J: Sound condition but age expired & visually poor (evidence of concrete cracking etc.)
- K: Sound condition and not age expired – no current requirement for strength structural inspection, visual only at planned maintenance cycle.

1.12 Where non-urgent replacement recommendations (Category F through to J) are on an individual column basis, the data is further analysed to determine a percentage value for recommended replacement numbers against the balance of units in a street. If this figure exceeds 30% then the entire street will be considered for higher prioritisation which will address the design class standard of the street beyond individual replacement for safety reasons only.

1.13 The structures programme is identified based on the structures prioritisation matrix which ranks assets based on a number of factors including its condition, safety, and usage.

North Ayrshire Council - Roads Carriageway Scheme Assessment Form



Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **CARRIAGEWAY**

Rated By:

Date Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		4	
2. Maintenance Category		2	
3. Public Liability Claims / Fault Reports / Complaints		1	
4. Assistance to Other Priorities		1	
Total Priority Score:			

Treatment Type:					
Length:		Breadth:		Area:	
Patching Required:	Area:			Depth:	
Kerbing Required:	Length:				

Additional Comments

Assessed By:	
Assessment Date:	
Checked By:	

Reassessed By:	
Reassessment Date:	
Checked By:	

North Ayrshire Council - Roads Carriageway Resurfacing Scheme Priority System

General

The weighting system devised enables the programme of carriageway resurfacing schemes to be objective, rated against a number of important criteria.

Scoring System			
Criteria	Maximum Score	Weighting	Score
1. Condition	16	4	64
2. Maintenance Category	22	2	44
3. Public Liability Claims / Fault Reports / Complaints	6	1	6
4. Assistance to Other Priorities	14	1	14
Maximum Total:			128

1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition → Extent ↓	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%		5	9	13
2 – 25% - 50%		6	10	14
3 – 50% - 75%		7	11	15
4 – 75% - 100%	4	8	12	16

2. Maintenance Category - Local Transport Strategy (LTS)

Maintenance Category	Score
Strategic Routes - (A760 / A736 / A71)	22
Main Distributor Routes	15
Secondary Distributor Routes	11

3. Public Liability Claims / Fault Reports / Complaints

Score according to the type / source of complaint / fault report / request for service received for the location

- 1 - Public Complaint or a Fault Report resulting in a confirmed defect
- 2 - Multiple Requests for service or Fault Reports resulting in confirmed defects
- 4 - Elected Member Complaint or Request for Service
- 6 - Public Liability Claim

4. Assistance to Other Priorities

Use your own knowledge of the surrounding area to rate the location in relation to:

- 2 - Adjacent to Local Shops
- 4 - Adjacent to Amenity Housing, Residential Care Homes and Medical Centres
- 6 - Adjacent to Schools, Leisure Facilities and Tourist Attractions
- 8 - Business Parks and Industrial Estates
- 10 - Access to Train Stations and Park & Ride facilities
- 14 - Town Centre

North Ayrshire Council - Roads

Footway & Footpath Scheme Assessment Form



Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **FOOTWAY**

Rated By:

Date of Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		4	
2. Importance / Accessibility		2	
3. Public Liability Claims / Fault Reports / Complaints		1	
4. Assistance to Other Priorities		2	
Total Priority Score:			

Treatment Type:					
Length:		Breadth:		Area:	
Kerbing Required:	Length:				

Additional Comments

Assessed By:	
Assessment Date:	
Checked By:	

Reassessed By:	
Reassessment Date:	
Checked By:	

North Ayrshire Council - Roads Footway & Footpath Resurfacing Scheme Priority System

General

The weighting system devised enables the programme of footway & footpath resurfacing schemes to be objective, rated against a number of important criteria.

Scoring System			
Criteria	Maximum Score	Weighting	Score
1. Condition	16	4	64
2. Importance / Accessibility	5	2	10
3. Public Liability Claims / RMS Faults / Complaints	6	1	6
4. Assistance to Other Priorities	10	2	20
Maximum Total:			100

1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition Extent →	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%	5	6	9	13
2 – 25% - 50%	6	7	10	14
3 – 50% - 75%	7	8	11	15
4 – 75% - 100%	8	9	12	16

2. Importance / Accessibility

	Score
Footway / Footpath Priority 1 Gritting Route	5
Footway / Footpath Priority 2 Gritting Route	3
Footway / Footpath Priority 3 Gritting Route	2
Other Footway / Footpath	1

3. Public Liability Claims / Fault Reports / Complaints

Score according to the type / source of complaint / fault report / request for service received for the location

- 1 - Public Complaint or Fault Report resulting in a confirmed defect
- 2 - Multiple Requests for service or Fault Reports resulting in confirmed defects
- 4 - Elected Member Complaint or Request for Service
- 6 - Public Liability Claim

4. Assistance to Other Priorities

Use your own knowledge of the surrounding area to rate the location in relation to:

- 1 - Shared Cycle / Footways
- 2 - Adjacent to Local Shops
- 4 - Adjacent to Schools, Leisure Facilities and Tourist Attractions
- 6 - Adjacent to Amenity Housing, Residential Care Homes and Medical Centres
- 8 - Local Bus Route, access to Train Stations and Park & Ride facilities
- 10 - Town Centre

Structure Name:
Date when the scoring is carried out:

Enter score based on the description in the following coloured cells

Priority Ranking for structure capital programme

No.	Factors	Maximum Score			Structure Name:	Structure Score Input	Net score	% of total Score	Additional commentry
1	Type of Bridge	1	Score 1 if road bridge and 0 if foot bridge	Culverts, Subways which carry road shall be considered as road bridge as per this scoring system. Structures which carry only pedestrians, cyclists and equestrians shall be considered as footbridge.			NA		
2	Route Factor	40	Score based on NAC route hierachy	Route hierachy Cat 2 - SPT/ NAC strategic routes - 40 Cat 3a - Main distributor routes - 30 Cat 3b - secondary distributor routes - 20 Any other category - 10 Routes serving fewer than 5 properties - 5			0	0%	
3	HGV Restriction factor	60	Score based on weight capacity	Weight restriction 3 tonnes - 60 7.5 to 13 tonnes tonnes - 50 18 tonnes - 40 26 tonnes - 30 No weight restriction - 0			0	0%	
4	Condition factor	10	Score based on the condition of the bridge	Sliding score based on 0 for very good condition to 10 for poor condition. (10 - (BCI crit/ 10))			0	0%	
5	Deterioration factor	10	Score based on the rate of deterioration of the structure	Sliding score based on 0 for very slow deterioration to 10 for rapid deterioration			0	0%	
6	Pedestrian factor	20	Score based on pedestrian usage. Bridges with footways of heavy pedestrian usage shall score a maximum of 30.	Structures with footways in heavily used urban areas score 20. Score 20 if route is access to a school or railway station. Apply a sliding scale going down to 0 for rural structures without footways.			0	0%	
7	Flooding factor	40	Score based on the potential for the existing structure to contribute to flooding	A structure that makes no contribution to flooding risk will score 0. Structures that are know to increase the risk of flooding due to restrictions in width or soffit height will score 30.			0	0%	
8	Scour factor	60	Score based on risk of collapse due to expose to scour in heavy flow conditions	Risk of collapse of structure due to scouring. Structures which have been deteriorated severely because of inadequate scour protection and on verge of collapse score maximum. Scour risk based on a sliding scale.			0	0%	
9	Parapet Condition Factor	15	Score based on the condition of the parapets	Structures with substandard Parapets with poor conditon will score 15 . Structures with substandard parapets with a 'monitor only' recommendation will score 10. Structures which have parapets to current standards will score 0.			0	0%	
10	Parapet Risk Factor	10	Score based on risk in the event of a parapet collapse leading to high risk injuries and human casualties.	What is the likelihood of severe injury or even death while the parapet is open to use considering the condition of the structure. Risk based on a sliding scale.			-5	100%	

11	Delay factor	10	Score based on whether existing restrictions such as limited width cause delays at the structure	Structures where delays are caused by width, weight, height or other restrictions such as traffic lights will be given a score higher than zero. Delays less than 2 minutes at peak times will score 5 and longer than 2 minutes will score 10. Score maximum if fire station, railway station or hospital affected by delay.		0	0%
12	Structure Risk factor	10	Score based on risk in the event of a Structure collapse leading to high risk injuries and human casualties.	What is the likelihood of someone getting a high risk injury or even death while the structure is open to use considering the condition of the structure. Risk based on a sliding scale.		0	0%
13	Maintenance factor	20	Score based on maintenance required to keep the existing structure open.	Score based on known maintenance history and requirement. No maintenance requirement will score 0. Listed structures score 15.		0	0%
14	Diversion factor	10	Score based on the length of the diversion route if the structure is closed in an unplanned manner with no finite time limit.	Score based on diversion length. Any diversion equal to or more than 20 miles scores 20. Score 1 for each 2 miles of diversion up to 20. Score 10 if a road closure adversely affects a fire or railway station or hospital. Score 10 if there is no alternative diversion.		0	0%

-5

Note maximum score that can be achieved for road bridge= 500

Priority level Chart		Structure Name:							
		Overall works (500)		Structure works (100)		Parapet works (70)		Scour Protection (60)	
Priority Level Indicator		Level	Score	Level	Score	Level	Score	Level	Score
No Action Rquired									
Low Priority									
Medium Priority									
High Priority									
Immediate action required									

Note : Works are divided above into three sub categories as each work can be independent and each has its own significance in terms of attention required.