



North Ayrshire  
Community Planning Partnership

## Kilwinning Locality Partnership

**Monday 10 June 2019, 7.00 p.m, Kilwinning Fire Station, Stevenston  
Road, Kilwinning, KA13 6NQ**

### Business

Item	Subject	Pg	Ref	Officer
1.	<b>Welcome and Apologies</b>	-		Cllr Davidson
2.	<b>Action Note</b> Review the action note and deal with any outstanding items	Pg 3	Action Note enclosed	Rhona Arthur
3.	<b>Locality Story Maps</b> Receive presentation from Damien Griffith.	-	Presentation	Damien Griffith
<b>STANDING AGENDA ITEMS</b>				
4.	<b>Locality Co-ordinator Update and Locality Plan</b>	Pg 7	Report enclosed	Louise Riddex/ Rhona Arthur
5.	<b>Subgroups Update</b> <ul style="list-style-type: none"> <li>• Work and the local economy</li> <li>• Traffic and Parking</li> <li>• Local Environment</li> </ul>	-	Verbal	Subgroup Chairs  Community Reps
<b>OTHER BUSINESS – TO INFORM LOCALITY PLANNING</b>				
6.	<b>Locality Youth Forum Update</b>	Pg 10	Report enclosed	Youth Forum Reps/Louise Riddex
7.	<b>Roads Radar Update</b> Receive update from Louise Riddex.	Pg 12	Report enclosed	Louise Riddex
<b>OTHER BUSINESS – DECISION REQUIRED</b>				
8.	<b>Grants</b> <ul style="list-style-type: none"> <li>• Nurturing Excellence/Kilwinning Town Charitable Trust Fund</li> </ul>	Pg 13	Report enclosed	Rosemary Fotheringham/ Rhona Arthur
9.	<b>Street Naming</b> Report enclosed with street name proposals for new Housing Development in Kilwinning.	Pg. 17	Report enclosed	Rhona Arthur
<b>OTHER BUSINESS – FOR INFORMATION</b>				
10.	<b>AOCB</b> <ul style="list-style-type: none"> <li>• LP Resignation</li> <li>• LP Membership</li> </ul>	-		Cllr Davidson  Rhona Arthur

**Date of Next Meeting:** Tuesday 17 September 2019 7.00 p.m. at Kilwinning Fire Station.

## Distribution List

### Elected Members

Councillor Scott Davidson **(Chair)**  
 Councillor Joe Cullinane  
 Councillor John Glover  
 Councillor Donald Reid

### Community Representatives

Jackie Hamilton **(Vice Chair)**  
 Nairn McDonald  
 Aaron McDonald  
 Chloe Robertson  
 Christine Watson  
 James Watson

### CPP/Council Representatives

Stuart McGregor, Senior Lead Officer  
 Rhona Arthur, Lead Officer  
 Louise Riddex, Locality Officer  
 Ann Wilson, Third Sector Interface, and HSCP  
 Raymond Fallon, Scottish Fire and Rescue Service  
 Jim McMillan, Police Scotland

# Action Note

<b>Meeting:</b>	<b>Kilwinning Locality Partnership</b>
<b>Date/Venue:</b>	11 March – Nethermain Community Centre, Kilwinning
<b>Present:</b>	<b>Councillor Donald Reid;</b> <b>Councillor John Glover;</b> <b>Jackie Hamilton</b> , Kilwinning Community Council (Vice Chair); <b>Rhona Arthur</b> , Lead Officer (NAC); <b>Louise Riddex</b> , Locality Co-ordinator (NAC); <b>Nairn McDonald</b> , Community Representative; <b>James Watson</b> , Community Representative; <b>Christine Watson</b> , Community Representative; <b>Aaran McDonald</b> , Youth Representative; <b>Bernadette Anderson</b> , Performance/Grants Information Officer (NAC); <b>Rosemary Fotheringham</b> , Funding Officer (NAC); <b>Kimberley Kirkwood</b> , Community Development Worker (NAC); <b>David Cameron</b> , Police Scotland; and <b>Hayley Clancy</b> , Committee Services Officer (NAC).
<b>Apologies:</b>	<b>Councillor Scott Davidson</b> <b>Councillor Joe Cullinane</b> <b>Tim Ross</b> <b>Philip Cordiner</b> <b>Ann Wilson</b>

## ACTIONS

No.	Action	Responsible
1.	<b>Actions arising from previous meeting</b>  The action note from the last meeting was discussed with the following points raised: <ul style="list-style-type: none"> <li>The Council Plan will be presented to the Full Council at its next meeting on 27 March;</li> <li>The Arran Pilot Joint Locality Planning Partnership report was agreed at Cabinet on 12 February. The pilot is an integrated CPP Locality Partnership arrangement and HSCP Locality Planning forum on Arran; and</li> <li>The Ayrshire Community Trust (TACT) will now peruse other funding sources.</li> </ul> Noted.	
2.	<b>Green Health Partnership</b>  Gillian Jennings and Rebecca Strofton from the North Ayrshire Green Health Partnership gave a presentation and highlighted some of the points below: <ul style="list-style-type: none"> <li>The main partners are The Conservation Volunteers, KA Leisure and NHS Ayrshire and Arran. However, the wider partnership draws on expertise and experience from a range of partners across health, social care and environment sectors;</li> </ul>	

# Action Note

	<ul style="list-style-type: none"> <li>The partnership aims to integrate green health activities into formal referral processes by mapping out and reviewing existing green health programmes, sourcing funding to set up new green health opportunities, supporting groups to develop skills and build capacity and integrating these activities and opportunities into existing health referral systems;</li> <li>The vision of the Green Health Partnership; and</li> <li>Green Health Partnership Strategic fit and Development Fund.</li> </ul> <p>Noted.</p>	
3.	<p><b>Active Travel Hub</b></p> <p>Kate Cuthbert and Jessica Gillespie from the Active Travel Hub gave a presentation and highlighted some of the points below:</p> <ul style="list-style-type: none"> <li>The Active Travel Hubs are designed to encourage and support more people to walk, cycle and use public transport for their daily journeys instead of using the car;</li> <li>The range of services provided;</li> <li>Active Travel Hub projects so far; and</li> <li>Future activities.</li> </ul> <p>Noted.</p>	
4.	<p><b>Locality Co-Ordinator Update and Locality Plan</b></p> <p>Louise Riddex provided a report on the work which has been undertaken in the Kilwinning Locality and raised the following points:</p> <ul style="list-style-type: none"> <li>Funding for the Charrette is now in place and an initial planning meeting was held with the company. Rhona Arthur will circulate a list of community groups for the company to speak with before the public engagement;</li> <li>Louise advised the community representatives to let her know of anything they wish to be taken to the Pre-Agenda meetings and this will be passed on;</li> <li>Louise attended the HSCP Locality Forum Engagement Steering Group. It was highlighted by the Locality Partnership that there is not a consistent representative from the HSCP Locality Forum attending Kilwinning Locality Partnership meetings. They also felt there was no working relationship between the Locality Partnership and HSCP Locality Forum;</li> <li>The Locality Partnership raised an issue on the role of the Senior Lead officer;</li> <li>An update was provided on the Fairer Food Summary;</li> </ul> <p>Noted.</p>	<p><b>Rhona Arthur</b></p> <p><b>Rhona Arthur</b></p> <p><b>Rhona Arthur</b></p> <p><b>Rhona Arthur</b></p>
5.	<p><b>Subgroups Update</b></p> <p><b>Work and Local Economy</b></p> <ul style="list-style-type: none"> <li>Subgroup would like to look into the Business Hub and the Community Development Trust are currently looking for a building/site to use.</li> </ul>	

# Action Note

	<p><b>Traffic and Parking</b></p> <ul style="list-style-type: none"> <li>Louise will obtain all the feedback from the Roads mobile radar unit consultation at Kilwinning Main Street and bring back to the LP.</li> </ul> <p><b>Housing and Community</b></p> <ul style="list-style-type: none"> <li>Three quotes for the outdoor gym at McGavin Park have been received and an application is going to be submitted to the Land Trust for £20,000.</li> </ul> <p>Noted.</p>	Louise Riddex						
6.	<p><b>Locality Youth Forum Update</b></p> <p>Kimberley Kirkwood gave an update on the Youth Forum and the following points were raised:</p> <ul style="list-style-type: none"> <li>The Youth Forum are organising a free Family Fun Day on Saturday 16 March at Cranberry Moss Community Centre. The event will include inflatables, arts and crafts, DF, face painting, balloon making and activities; and</li> <li>Four local young people were part of the first youth led Cashback panel to decide funding for the North Ayrshire area. The successful local groups were the Youth Forum, ASN Group, Barnardos and the Playz.</li> </ul> <p>Noted.</p>							
7.	<p><b>Grants</b></p> <p>The Locality Partnership agreed to award the following:</p> <p><b><u>Nurturing Excellence</u></b></p> <table> <tr> <td>Kilwinning Academy Parent Council</td> <td>£777.57*</td> </tr> <tr> <td>Promoting Kilwinning</td> <td>£1000 **</td> </tr> <tr> <td>Dalgarven Mill</td> <td>£1000</td> </tr> </table> <p>* It was agreed that the group should scale back the celebration and contact Café Solace as a social enterprise.</p> <p>** It was requested that the group change the purpose of the application to add Stage hire and public liability insurance. The grant must also not be used to fund the hi-vis vests, and local business must not be charged for adverts in the programme.</p> <p>Noted.</p>	Kilwinning Academy Parent Council	£777.57*	Promoting Kilwinning	£1000 **	Dalgarven Mill	£1000	Bernadette Anderson / Rosemary Fotheringham
Kilwinning Academy Parent Council	£777.57*							
Promoting Kilwinning	£1000 **							
Dalgarven Mill	£1000							
8.	<p><b>Gaelic Language Plan</b></p> <p>Rhona Arthur advised the Draft Gaelic Language Plan is now on the North Ayrshire Council website for consultation.</p>							

# Action Note

	Noted.	
9.	<b>Date of Next Meeting</b>  The next meeting will take place on 10 June at 7pm.  The Locality Partnership requested that all future meetings be held in the Ayrshire College or a classroom at Kilwinning Academy.	<b>Jennifer McGee</b>

Meeting ended at 9.10pm



North Ayrshire  
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## Agenda Item 4

# Kilwinning Progress Report

Reporting Period – April-June 19



### General

Charrette has now started. Initial engagements have been positive.

Work has been happening with Pennyburn Community Association to look at Mental Health Sessions. There were 3 drop in events which weren't greatly attended. Next step is to set up a programme to run a group.

Work also took place with Pennyburn Community Association to look at the need for an ASN group in the area. Again, it wasn't very well attended but they are going to look at another session at a twilight time to see if that enables more people to come along.

Work continuing to happen to support On yer Bike looking at possibility of asset transfer for the building. They have now agreed a lease for 6 months at a price that is affordable to them. This will give them time to try to build up membership of the committee before being able to even consider an asset transfer. Will also give them time to look at possible funders.

Continuing to attend the HSCP Locality Partnership Forum meetings. They are hoping to get some steer from the Charrette to what their priorities should be.

Your Voice Your View sessions have now been completed across North Ayrshire. Information now being gathered together.

### Update



### Work & Local Economy

Kilwinning Employability Hub still hasn't been greatly attended. The venue will now be changed. After looking at a few different community venues it has been decided that it will move to the library. This will hopefully make it more accessible for the community. Some engagement work will also take place to try to encourage more people in to use the Employability Hub.

Sub Group meeting took place early March. Some good suggestions came from this. Next meeting will be on 3 June to look at the stats that Julia McMurdie sent out to the sub group, as well as next steps for the group.

Learners Voice – Initial meetings have taken place with staff to look at how to take this forward.

Various youth groups within Kilwinning are working towards accredited awards.



North Ayrshire  
Community Planning Partnership

# Kilwinning Progress Report

Reporting Period – April-June 19

7 Young People from Kilwinning Academy completed the PDA in Youth Work and will get their qualification with their exam results.

Put bid in for money to run an Activity Agreement but this wasn't successful. Now looking at other ways this, or something similar, could possibly be done.



North Ayrshire  
Community Planning Partnership

# Kilwinning Progress Report

Reporting Period – April-June 19



## Traffic and parking

### Update

Sent info to Kilwinning Community Council to be put out on their Facebook Page. This included the things that the sub group had done.

Action points still there to be worked on for this priority.





North Ayrshire  
Community Planning Partnership

# Kilwinning Progress Report

Reporting Period – April-June 19



## Housing and community (environmental issues)

### Update

Been in contact with Chair of Sub Group to look at arranging another sub group meeting to take stock of where we are and what needs to be done.

Continuing to work closely with Eglinton Growers sub-committee (Community Garden) to support them in their funding bids, publicising upcoming events and create working partners (KK)

Staff Assisting where they can alongside Eglinton Country Park Ranger in the progression or creating a community garden. Local chit chat for garden ideas is on Feb 20<sup>th</sup>.

Kilwinning Youth Allotments Group (young Eglinton Growers) – Unfortunately, due to the weather and the young people being on study leave, there has been very little happening at the Allotments. All seedlings that were growing unfortunately have been damaged due to the lack of people attending to water them. Promotion of the group to take place in Corsehill Primary to the P7 pupils.

For further information contact: Louise Riddex, [lriddex@north-ayrshire.gov.uk](mailto:lriddex@north-ayrshire.gov.uk), 07980964858.



**Locality Partnership: Kilwinning**

**Date:** May 2019

**Subject:** Youth Forums and Citizenship and Partnership work

**Purpose:** This report is to inform the Kilwinning Locality Partnership about Youth Forum, Youth Citizenship/Partnership activity, planned and actual for the Kilwinning Area.

**Background**

*The Kilwinning Youth Forum strive to benefit the lives of young people in the Kilwinning area. We aim to achieve this by involving young people in Kilwinning in the decision making process and giving them a voice.*

*The Youth Forum actively assist in consulting with youth groups within Kilwinning, being consulted, volunteering locally and nationally and applying for funding to deliver Youth and Family Activities.*

*Four of the group will be assisting in Kilwinning Community Events in partnership with the Promoting Kilwinning Group for the Music In the Park on Sunday 2 June at McGarven Park*

*The Youth Forum are organising a free Summer Programme in various neighbourhoods in Kilwinning in partnership with Cranberry Moss Community Association, Barnardo's, Kilwinning Sports Centre and Pryde via their successful Cashback funding.*

*Four of the young people from the group are attending the Youth Festival fortnightly planning committee for the festival on Tuesday 23 and Wednesday 24 July at Kelburn Country Park.*

*The Youth Forum have consulted with over 750 young people, and are finalising the results, and creating a report on the need for a purpose built youth facility in the main street in Kilwinning.*

*Junior Youth Forum have been participating in a range of informal learning opportunities including the dangers of drug and alcohol. Members of the Youth Forum attend the Kilwinning Community Council monthly meetings and attend Locality Partnership Meetings when possible.*

*Both Forums were consulted via the Kilwinning Charette on 22 May with great ideas, suggestions and what they like about the Kilwinning area*

*Ten young people from our PDA Group in Kilwinning Academy have completed the programme and we are about to start the next group of pupils for 2019/2020*

**Key Points for Locality Partnership**

*Members of the Youth Forum will be happy to have an input to and support the partnership where necessary.*

**Action Required by Locality Partnership**

**For more information please contact:** *Damian Taylor, Community Education Worker,  
01294 475917, [damiantaylor@north-ayrshire.gov.uk](mailto:damiantaylor@north-ayrshire.gov.uk)*

**Completed by:** *Damian Taylor*

**Date:** *23/05/19*

## Roads Radar Results

As discussed, please see the survey data below extracted from the Roads Mobile Radar Unit for vehicle entry to Kilwinning Main St.

The survey showed that a total of 352 cars (3-6m) and 17 vehicles over 6m long, 369 Total, entered the Main St. from Friday 01/02/19 - Thursday 07/02/19

The key 'pedestrianised period' 10am-4pm daily figures are also shown below.

Friday	01/02/19	27 vehicles	Average per hour 4.5
Saturday	02/02/19	18 vehicles	Average per hour 3
Sunday	03/02/19	9 vehicles	Average per hour 1.5
Monday	04/02/19	21 vehicles	Average per hour 3.5
Tuesday	05/02/19	12 vehicles	Average per hour 2
Wednesday	06/02/19	37 vehicles	Average per hour 6.2
Thursday	07/02/19	23 vehicles	Average per hour 3.8

With the exception of a spike in the average number of vehicles on the Wednesday 06/02/19 (perhaps some local knowledge could explain this peak), the overall figures are not unduly high.



**Locality Partnership:** Kilwinning Locality

**Date:** 10 June 2019

**Subject:** To advise the meeting of applications received in respect of the Nurturing Excellence in Communities Fund and the Kilwinning Town Charitable Trust 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 and the Kilwinning Town Charitable Trust Fund.

**Key Points for Locality Partnership**

The balances available for disbursement are bullet pointed below:

- The Nurturing Excellence in Communities Fund has a balance of £12,247.
- The Kilwinning Town Charitable Trust Fund has a balance of £32,000.
- 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, 2<sup>nd</sup> Floor Cunninghame House, Irvine.*  
*Email - [jmcharg@north-ayrshire.gov.uk](mailto:jmcharg@north-ayrshire.gov.uk)*

**Completed by:** *Rosemary Fotheringham ([rosemaryfotheringham@north-ayrshire.gov.uk](mailto:rosemaryfotheringham@north-ayrshire.gov.uk))*  
*Tel: 01294 475935*  
**Date:** 20/05/2019

## APPENDIX 1

<b>Nurturing Excellence in Communities Fund 2019/20</b>				
Applications from Organisations seeking Financial Assistance – Kilwinning Locality 10 June 2019				
Organisation	Purpose of Grant	Amount Requested	Amount Recommended	Comments
<b>Ayrshire Communities Education &amp; Sport (ACES)</b>  <b>Meeting Place:</b> Woodwynd Community Centre  <b>Number attending:</b> 90  <b>Past Awards:</b> 2009/10 - £2,200 2010/11 - £845 2014/15 - £1,500 2016/17 - £1,000 2017/18 - £612.73  <b>Scoring:</b> 36/40  <b>Supporting documents received:</b>  Bank Statement Income/Expenditure Sheet Constitution Quotes	Funding support towards pony club activities as part of a Summer Club: <ul style="list-style-type: none"> <li>• Pony Club lessons 14 lessons per week x 6 weeks - £1,200</li> </ul> ACES are contributing £200 towards the pony lessons.	£1,000	£1,000	<p>ACES plan to run a Summer Club for children and young people during the school holiday and the aim of the project is to provide a safe and enjoyable experience to help engage and support local children and young people. The project will provide access to hot meals daily and offer a variety of activities.</p> <p>This funding will enable ACES to provide a new activity to the children and young people taking part in the Summer Club. They will be nourished, educated, happy and contented and will be able to make friends and engage with ACES adults.</p> <p>As a result of the Summer Club the wider community will benefit by seeing a reduction in groups of children and young people hanging around and further reduction in anti-social behaviour and juvenile crime, making the community safer.</p>

## KILWINNING CHARITABLE TRUST

### APPLICATION FOR FINANCIAL ASSISTANCE 2019/20

**Kilwinning Charitable Trust Criteria** - In terms of the trust deed there are 3 purposes for which assistance may be given:

Purpose A - the prevention or relief of poverty;

Purpose B - the provision of recreational facilities or the organisation of recreational activities with the object of improving the conditions of life for the persons for whom the facilities or activities are primarily intended; and

Purpose C - the relief of those in need by reason of age, ill health, disability, financial hardship or other disadvantage.

<b>Applicant</b>	<b>Purpose of Grant</b>	<b>Amount Requested</b>	<b>Previous Town Charitable Trust</b>
St Winnin's Over 60's	Financial assistance towards outings and lunches for the elderly. <ul style="list-style-type: none"> <li>• Buses - £840</li> <li>• Summer and Christmas Lunches (50% of costs sought from grant funding) - £1,784</li> </ul> Total cost of project - £2,624	£1,737.00	None

Economy & Communities, Finance & Corporate Support, and Legal Services have been consulted and their comments are as follows:

#### **Finance & Corporate Support**

No quotes have been included. The application states 60 members will benefit therefore the contribution requested per person is £28.95.

#### **Legal**

The application meets the criteria of Purpose B. The grant will be used to provide recreational activities for a section of the community, the elderly, with the aim of improving the conditions of life for those persons by reducing isolation and loneliness. The applicant states the outings will be attended by 60 or so members and will allow them to enjoy activities they would not otherwise be able to take part in. The application can therefore be granted as it meets one of the Trust Purposes, provided there are funds available for distribution and insufficient eligible applications that meet Purposes A and C.

Note that in addition, the Trustees should also be satisfied that granting the application will be a beneficial use of the trust funds.

#### **Economy & Communities**

Economy and Communities are supportive of this application. The application meets the criteria of Trust Purpose B, which will improve the recreational activities for the elderly community of Kilwinning and improve their condition of life through reducing isolation and loneliness and improving their health and wellbeing.

## APPENDIX 2

### ELDERLY GRANTS CALCULATOR 2019/20

<b>Town</b>	<b>Population Aged 65+ (MYE 2016)</b>	<b>Areas population Aged 65+ as % of North Ayrshire's Elderly Population (MYE 2016)</b>	<b>Grant allocation (£) based on pro-rata allocation</b>
Kilwinning Burgh	1,451	4.96	£2,955
Kilwinning Landward	1,610	5.51	£3,279





**Locality Partnership:** *Kilwinning Locality Partnership*

**Date:** *10<sup>th</sup> June 2019*

**Subject:** *Residential Development Kilwinning*

**Purpose:** *Decide Street Name for the new development.*

**Background**

*The developer of the above site has contacted this department requesting new street name for the development.*

*The Council has a statutory obligation under the Civic Government (Scotland) Act 1982 to give a name to each new street built within the Council area, and this name, along with street numbers, becomes the postal addresses.*

*An outline plan of the development is available as an appendix.*

*At this stage, the development requires 1 new street name.*

**Key Points for Locality Partnership**

*Proposed examples of numbering layout plans are available as appendices along with a list of proposed name suggestions.*

**Action Required by Locality Partnership**

*Choose 1 new street name for the development.*

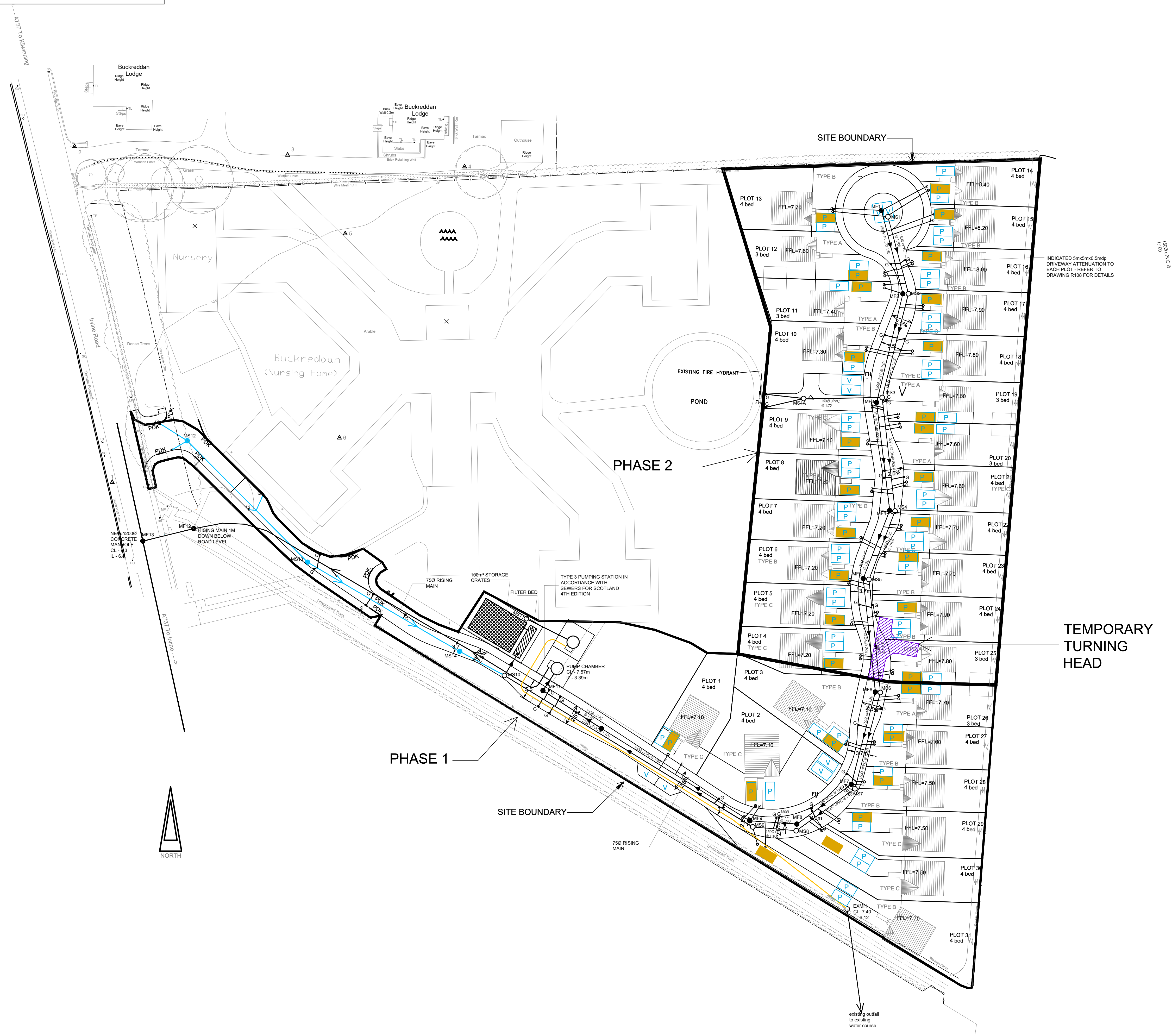
**For more information please contact:** *Lisa Dempster or Kirsty Gee, Planning Technicians, 01294 324319, [snn@north-ayrshire.gov.uk](mailto:snn@north-ayrshire.gov.uk)*

**Completed by:** *Lisa Dempster and Kirsty Gee*

**Date:** *15th May 2019*

Appendix 1	
Street Name Suggestions	Background
Kennedy Avenue Kennedy Road Kennedy Street or any other appropriate suffix	<p>Jim Kennedy Local Historian died in 2018, Jim was a dedicated member of Kilwinning Heritage and longest-serving member of Kilwinning Community Council.</p> <p>Plannings response, other street names with “Kennedy” are:-  Kennedy Road – Saltcoats  Kennedy Park - Dreghorn  In principle this would be an acceptable suggestion.</p>
Bartonholm Meadow (Developer)	<p>It was the name of one of the old mines in this area, and a nod to the industrial heritage of Kilwinning</p> <p>Plannings Response, other street names with “Bartonholm” are:-  Bartonholm Terrace – Kilwinning  Bartonholm Gardens – Irvine  This would not comply with street naming guidance notes, as there is Bartonholm already in existence in Kilwinning.</p>

# Appendix 2

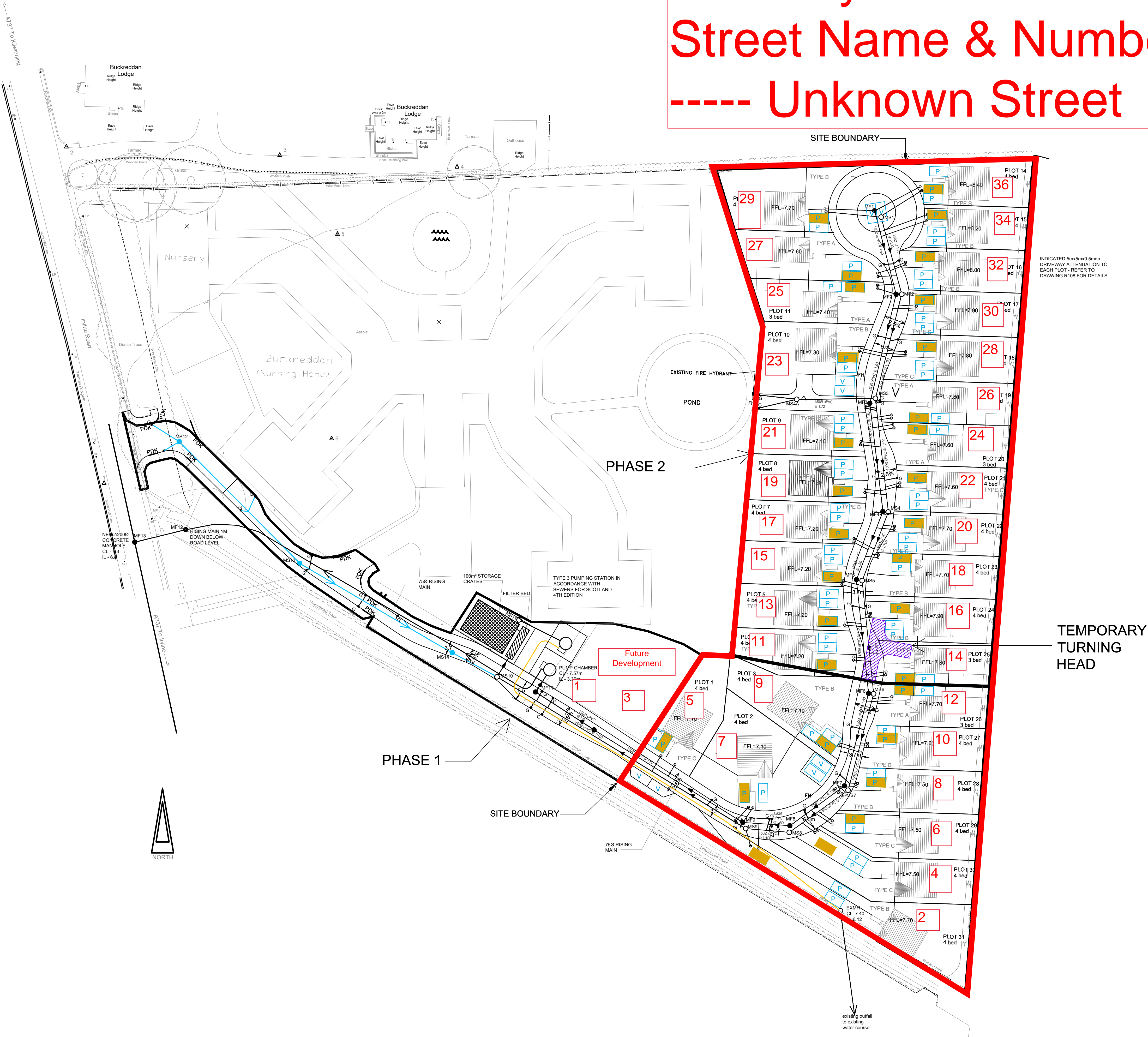




# North Ayrshire Council

## Street Name & Numbering

----- Unknown Street



## **Locality Partnership – Kilwinning**

**Date:** 10 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 £1.7billion.
- 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

# Mainland Roads Programme 2019/20

<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



# Mainland Roads Programme 2019/20

Hayocks Road	Stevenston	Castlehill Road to joint near no.121	£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
			<b>£1,927,000</b>

<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 Gooseloa	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
			<b>£613,000</b>

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

# Mainland Roads Programme 2019/20

<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
			<b>£200,000</b>

<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
Laighdykes	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
			<b>£242,000</b>

# Mainland Roads Programme 2019/20

<i>Lighting Deteriorated Infrastructure Replacements</i>			
<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 Laighdykes Road Owen Kelly Place Martin Square Mulgrew Avenue Kenilworth Drive Abbotsford Place	Saltcoats		£140,000
Glebe Road	Beith		£50,000
			<b>£510,000</b>

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

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

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

# Mainland Roads Programme 2019/20

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<i>Structures Projects</i>			
<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
			<b>£450,000</b>

# Mainland Roads Programme 2019/20

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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
<b>Overall Mainland Total:</b>	<b>£4,562,000</b>

# Arran Roads Programme 2019/20

<i><b>Carriageway Resurfacing</b></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	Benneccarrigan 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
			<b>£630,000</b>

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

<i><b>Footway Resurfacing</b></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
			<b>£15,000</b>

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

# Arran Roads Programme 2019/20

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

### **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**

<b>Treatment Option</b>	<b>Cost / Sqm</b>	<b>Extension to life</b>
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		<b>4</b>	
2. Maintenance Category		<b>2</b>	
3. Public Liability Claims / Fault Reports / Complaints		<b>1</b>	
4. Assistance to Other Priorities		<b>1</b>	
<b>Total Priority Score:</b>			

<b>Treatment Type:</b>					
<b>Length:</b>		<b>Breadth:</b>		<b>Area:</b>	
<b>Patching Required:</b>	<b>Area:</b>			<b>Depth:</b>	
<b>Kerbing Required:</b>	<b>Length:</b>				

## Additional Comments

<b>Assessed By:</b>	
<b>Assessment Date:</b>	
<b>Checked By:</b>	

<b>Reassessed By:</b>	
<b>Reassessment Date:</b>	
<b>Checked By:</b>	

# 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	9	13
2 – 25% - 50%		6	10	14
3 – 50% - 75%		7	11	15
4 – 75% - 100%	4	8	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				Structure Name:			
		Maximum			Structure Score	Net score	% of total Score
No.	Factors	Score			Input		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 contrubute 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 deterioted 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: Date of Scoring: 00-Jan-00							
Priority Level Indicator		Overall works (500)		Structure works (100)		Parapet works (70)		Scour Protection (60)	
		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.