



North Ayrshire
Community Planning Partnership

North Coast and Cumbraes Locality Partnership
Tuesday 1 June 2021, 6.00 p.m. via Microsoft Teams

Business

Item	Subject	Pg No	Ref	Officer	Timings
1.	Welcome and Apologies			Cllr Gallagher	6.00
2.	Action Note <ul style="list-style-type: none"> Review the action note and deal with any outstanding items. 	Pg 3	Enclosed	Russell McCutcheon	6.00 – 6.10
3.	Ayrshire Hospice Receive presentation from Carla MacEwan, Chief Executive, Ayrshire Hospice.	-	Presentation	Carla MacEwan	6.10 – 6.30
4.	Locality Priorities and Locality Partnership Standing Orders Receive presentation from Morna Rae.		Presentation	Morna Rae	6.30 – 6.50
5.	Senior Islands Officer Update Receive update from Sarah Baird, Senior Islands Officer.	-	Verbal	Sarah Baird	6.50 – 7.00
6.	Youth Participation and Citizenship Receive update from Louise Riddex.	-	Presentation	Louise Riddex	7.00 – 7.10
DECISION REQUIRED					
7.	Street Naming Report Consider report from Planning.	Pg 10	Enclosed	Russell McCutcheon	7.10 – 7.20
8.	Grants Largs Town Charitable Trust Application.	-	To follow	Rhona Arthur	7.20 – 7.30
STANDING AGENDA ITEMS					
9.	Learning Update Receive update.	-	Verbal	Head Teachers	7.30 – 7.40
10.	Millport Town Hall Receive update from Lesley Stringer.	-	Verbal	Lesley Stringer	7.40 – 7.45

11.	Locality Officer and Youth Forum Update Receive report from Louise Riddex.	Pg 16	Enclosed	Louise Riddex	7.45– 7.55
12.	AOCB • Report for information – Roads Maintenance Programme 2021-22	- Pg 21		Cllr Gallagher	7.55 – 8.00

Date of Next Meeting: Tuesday 7 September 2021 at 6.00 pm via Microsoft Teams

Distribution List

Elected Members

Councillor Alex Gallagher (**Chair**)
Councillor Alan Hill
Councillor Tom Marshall
Councillor Ian Murdoch
Councillor Todd Ferguson
Councillor Robert Barr

Community Representatives

John Lamb (**Vice Chair**)
Helen Boyle
Rita Holmes
Lesley Stringer
Lizzy Barbour
Graham Wallace

CPP/Council Representatives

Russell McCutcheon, Senior Lead Officer
Rhona Arthur, Lead Officer
Louise Riddex, Locality Officer
Louise McDaid, HSCP
Alan Brown, SFRS
Alison Wilson, Police Scotland

Meeting:	North Coast Locality Partnership
Date/Venue:	2 March 2021 – Virtual Meeting via Microsoft Teams
Present:	Councillor Alex Gallagher (Chair) Councillor Joy Brahim; Councillor Alan Hill; Councillor Ian Murdoch; Russell McCutcheon , Senior Lead Officer, NAC; Rhona Arthur , Lead Officer, NAC; Rita Holmes , Fairlie Community Council; Graham Wallace , Cumbrae Community Council; Lesley Stringer , Community Representative; Lizzy Barbour , Community Representative; Superintendent Derek Frew (Police Scotland); Alison Wilson (Police Scotland); Amanda McLaughlin , Senior Member Support Officer (First Alliance Credit Union); Denise Fraser , Community Development Worker, NAC Morna Rae , Senior Manager (Community Planning, Policy & Performance); Craig McLellan , Modern Apprentice (North Coast Locality Team); Melanie Anderson , Senior Manager (Committee and Member Services), NAC
Apologies:	Councillor Tom Marshall Councillor Todd Ferguson Louise McDaid, Chair (HSCP) John Lamb (Vice Chair) (having lost electronic connection to the meeting)

ACTIONS

No.	Action	Responsible
1.	Welcome and Apologies The Chair extended a welcome and invited those present to introduce themselves. Apologies for absence were recorded.	
2.	Action Note The Action Note from the meeting held on 1 December 2020 was approved as a correct record. The Senior Lead Officer provided a brief update and highlighted the following: <ul style="list-style-type: none"> Item 2 (Covid-19 Update) – the declining number of Covid cases across North Ayrshire and the availability of detailed information from the interactive dashboard on the Scottish Government website; Item 2 (Covid-19 Update) – confirmation that the West Kilbride and Seamill information omitted from the data presented had since been provided to Mr Lamb; 	

	<ul style="list-style-type: none"> • Item 3 (Previous Action Note) – readvertisement of the Community Worker/Project Officer post; • Item 3 (Previous Action Note) – clarification provided to Mr Lamb on the eligibility criteria for the Trust referenced by Councillor Barr, including advice that the geographical area covered by the Trust did not include West Kilbride; • Item 4 (Community Support) – good progress in terms of the roll-out of vaccinations; and • Item 11.2 (Fairlie Coastal Path) – following discussion with the Chair of Fairlie Community Council, information was being forwarded to the Active Travel Team. <p>The Lead Officer advised that a further update on Item 6 (Child Poverty/Cost of the School Day), would be circulated by email following the next meeting of the short-life working group.</p> <p>Community Representative Lesley Stringer provided a brief update on Item 7 (Millport Town Hall), advising of:</p> <ul style="list-style-type: none"> • the award of £1.5m in Scottish Government funding; • an application for Islands Green Recovery funding (to purchase solar panels) and a £50k funding submission to Magnox; • the expectation of final Scottish Government approval with regard to the asset transfer; and • success in securing almost all of the required funding for project, including contingency funds, with the final figure for the project likely to be clearer following the tendering deadline. <p>On behalf of the Partnership, the Chair extended his congratulations to the Millport Town Hall project on their success to date.</p> <p>Noted.</p> <p>Councillor Hill joined the meeting during consideration of this item.</p>	
3.	<p>Credit Union</p> <p>The Partnership received a verbal update from the Senior Member Support Officer (First Alliance Credit Union) on the work of the organisation, the challenges it faced, and discussions with the Council to seek funding in support the provision of small loans.</p> <p>Among the points highlighted, were the following:</p> <ul style="list-style-type: none"> • the significant support required to encourage Credit Union members to engage digitally during the current Covid restrictions; • the rationale for assisting prospective borrowers to use online credit check tools in order to gain necessary information on their credit history, assess the lending risk, and provide a degree of financial management education; 	

	<ul style="list-style-type: none"> • the need to safeguard the savings of Credit Union members when considering lending with high default risk; • proposals around the provision of small loans to non-members who would otherwise struggle to find appropriate sources of lending due to their poor credit record, and discussions with the Council around funding to support this activity; and • the added value to individuals and communities of providing borrowers with the skills to handle their finances in future. <p>The Partnership discussed:</p> <ul style="list-style-type: none"> • the extent to which the Credit Union operated in the North Coast and Cumbraes locality; • the valuable role played by the Credit Union and the community benefits of joining as a saver; and • the importance of the education provided to borrowers <p>Members of the Partnership were invited to contact the Credit Union for any further information required.</p> <p>Noted.</p>	
4.	<p>Draft Local Police Plan</p> <p>The Partnership received a report on the Draft Local Police Plan 2021-23.</p> <p>Superintendent Derek Frew highlighted the following:</p> <ul style="list-style-type: none"> • the timescale for review and the rationale for undertaking this interim review; • national and local context for priority setting and the factors taken into account; • the 14 national priorities, which included issues such as counter-terrorism and human trafficking; • local priorities around serious crime, safer communities, acquisitive crime, community wellbeing and road safety; and • the role of the Police in terms of community wellbeing, including examples of some of the partnership work undertaken; <p>Members of the Partnership were invited to contact Superintendent Frew for any further information required.</p> <p>Noted.</p> <p>Graham Wallace and Craig McLellan left the meeting at this point.</p>	

<p>5.</p>	<p>Locality Priorities and Locality Partnership Standing Orders</p> <p>The Partnership received a presentation by the Senior Manager (Community Planning, Policy and Performance) on the Locality Priorities and Locality Partnership Standing Orders refresh. The current mandate for stakeholder engagement was included in the Agenda.</p> <p>The Senior Manager (Community Planning, Policy and Performance) highlighted:</p> <ul style="list-style-type: none"> • examples of the progress been made against the existing priorities; • the context for a refresh of the Locality Partnership priorities and the options in terms of retaining the existing priorities (in place since 2017), replacing some or all of the priorities, or refocussing the existing priorities to make them more targeted; • the information gathering work undertaken to date and the various mechanisms available to contribute (such as CONSUL and Twitter); • feedback received so far, including around the importance of access to services and transport, social isolation and employability; and • the intention to extend the review process until the June cycle of meetings to allow for more proactive outreach and additional opportunities for feedback. <p>The Lead Officer referred to the intention to review the Standing Orders relating to Locality Partnerships, to include opportunity for a wider community voice and to consider options around the term of office of members.</p> <p>The Partnership discussed:</p> <ul style="list-style-type: none"> • the disparate nature of the communities in the North Coast and Cumbraes and the potential of local 'chit chats' similar to those in place in the Irvine locality; and • the importance of seeking to achieve better engagement with Skelmorlie <p>The Partnership agreed that (a) stakeholder engagement on the Locality Priorities continue; and (b) officers present the outcome to the June meeting for consideration, together with an update on Standing Orders.</p>	<p><i>Rhona Arthur Morna Rae</i></p>
<p>6.</p>	<p>Food System</p> <p>The Partnership received a presentation by the Lead Officer on the context for a local food system, including the levels of food poverty revealed by the pandemic, and the community wealth building approach used to build a North Ayrshire food system. The following points were highlighted:</p> <ul style="list-style-type: none"> • the use of Scottish Government funding to build a more varied and dignified approach to food provision; 	

	<ul style="list-style-type: none"> the potential components of a food system, including community fridges, targeted hot food daily, community café, community shops, food bank, learning opportunities and a community pantry; the need to ensure environmental health standards and training are in place; the toolkit being co-produced with community groups around stock supply, Covid guidance, volunteer recruitment and training, Environmental Health and insurance; and the role of local anchor organisations such as Millport Support Group, West Kilbride Covid Support Group and Largs Community Resilience; <p>Members of the Partnership were invited to help promote the food system approach with local groups who may be interested in setting up sustainable local food provision. It was noted that more information could be provided by the Locality Officer on request.</p> <p>Noted.</p>	
7.	<p>Islands Officer</p> <p>The Partnership received a verbal update from the Senior Lead Officer on the recent appointment of a new Islands Officer, Sarah Baird, as part of a 3-year pilot with the Scottish Government, Highlands and Islands Enterprise and the Council.</p> <p>The Partnership discussed the importance of respecting the individual nature of the islands and recognising that there was no single 'islands' approach to fit all.</p> <p>Noted.</p>	
8.	<p>Street Naming</p> <p>The Partnership received a report by the Council's Planning Service on the naming of a street for a residential flatted development on a site adjacent to Craig Hill Place, Fairlie.</p> <p>The Partnership agreed to name the development "Craig Hill Court".</p>	<p><i>Lisa Dempster/ Kirsty Gee</i></p>
9.	<p>Locality Officer Update</p> <p>Submitted update report by the Locality Co-ordinator on activities undertaken in the period January – March 2021.</p> <p>The Community Development Worker highlighted the following:</p> <ul style="list-style-type: none"> readvertisement of the Community Worker/Project Officer post; the decision of the Douglas Park Group not to proceed with the CAT application, albeit that work continued to be undertaken in the park; plans for further detached youth work to engage with young people in Largs; and 	

	<ul style="list-style-type: none"> progress in terms of Food with Dignity projects, with the West Kilbride Pantry/Larder expected to be operational soon, the Millport Support Group working with Newton Bar to prepare hot lunches to more than 100 people across the island, and the North Coast Community Cookhouse now delivering hot meals on a Friday <p>The Partnership discussed:</p> <ul style="list-style-type: none"> whether any coordination work on Food with Dignity activity was feasible to avoid gaps and duplication; and the important role of meal delivery on Cumbrae in terms of addressing social isolation <p>Noted.</p>	
10.	<p>HSCP Update</p> <p>In the absence of the Locality Forum representative, a report on the work of the Health and Social Care (HSCP) Locality Forum was circulated in advance of the meeting.</p> <p>Noted.</p>	
11.	<p>Learning Update</p> <p>The Partnership was advised that Head Teachers had been invited to provide an update on learning activity, but that none was available to attend on this occasion.</p> <p>The Partnership agreed that a learning update would be included on the Agenda for the next meeting.</p>	
12.	<p>Grants</p> <p>The Partnership received a report on an application for financial support from Largs Common Good Fund and on the position with regard to the Elderly Grants budget.</p> <p>The Partnership agreed as follows:</p> <ul style="list-style-type: none"> (a) not to award funding to the CPR Group from Largs Common Good Fund as the application did not meet the criteria for this fund; (b) that the Grants Officer make contact with the CPR Group to provide advice on alternative sources of funding; (c) with regard to the Elderly Grants budget (i) to carry forward the budget of £13,785 from 2020/21 and (ii) that it be remitted to officers to convene a meeting with key older people's groups and the current groups who disbursed the Elderly Grants, to consider the issues affecting older people in order to consider how the carried forward budget might be spent. 	<p>Rosemary Fotheringham</p> <p>Pam Crosthwaite</p>

13.	Report for Information The report received an update report, for information, on The Ayrshire Community Trust Noted.	
14.	Date of Next Meeting The Partnership was advised that the next meeting was scheduled to take place on 1 June 2021 via MS Teams. Noted.	<i>Jennifer McGee</i>

Meeting ended at 7.45 p.m.



Locality Partnership: North Coast Locality Partnership

Subject: *Sheltered Housing Development, Largs*

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

Background

The developer of the above site has contacted this department requesting new street names 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.

The original Sheltered Housing Unit named 'St Colms' is due to be demolished and replaced with the new Sheltered Housing Unit.

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

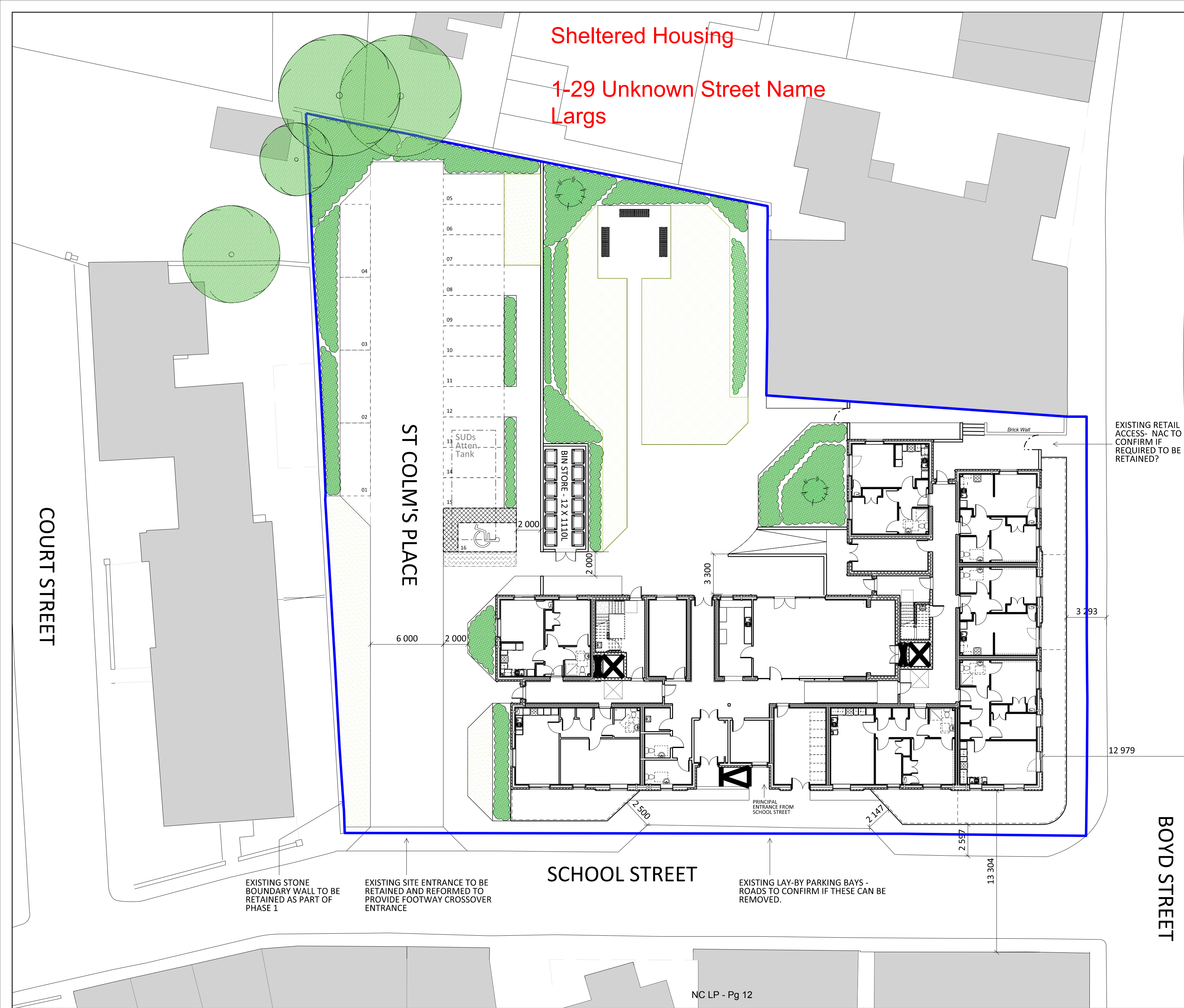
Choose 1 new street names for the development.

For more information please contact: *Lisa Dempster or Kirsty Gee, Planning Technicians, snn@north-ayrshire.gov.uk*

Completed by: *Lisa Dempster and Kirsty Gee*

Date: *25th May 2021*

Appendix 1	
Street Name Suggestions	Background
<p>Proposed Street Name:-</p> <p>St Colm's Gardens or St Colm's Court</p>	<p>A street naming suggestion of 'St Colm's ' was received from North Ayrshire Councils Housing Department:-</p> <p>Background:-</p> <p><i>St Colms is a historical Largs name which goes back to the 18th and 19th century when on the second Tuesday in June each year there was held the St Colms day Fair. This was a large market fair which has been celebrated until recent days</i></p> <p>Planning comment:-</p> <p>Planning have no objection to the proposed street name. This is in-keeping with the former street name on this site of St Colm's Place.</p>
<p>Proposed Street Name:-</p> <p>William Thomson (Street, Way, Crescent, Wynd, Court etc)</p>	<p>Background:-</p> <p>William Thomson, 1st Baron Kelvin (1824-1907) was one of the most famous scientists of his age. He was Professor of Natural Philosophy at the University of Glasgow from 1846 to 1899, Dean of Faculties from 1901 to 1903, and served as Chancellor from 1904 to 1907. Knighted in 1866, Thomson became the first scientist to be elevated to the peerage when he was created Baron Kelvin of Largs in 1892.</p> <p>Planning comment:- Planning have no objection to the proposed street name.</p>
<p>Proposed Street Name:-</p> <p>John Stewart (Street, Way, Crescent, Wynd, Court etc)</p>	<p>Background:-</p> <p>Worked in the family business as a master slater, he was later a photographer by profession. Through this business he met and became friends with Charles Rennie MacIntosh. He also photographed Lord Kelvin and Baden Powell when he visited Largs. John Stewart was one time vice president of the Largs Visitors club and it was he who first proposed that a Battle of Largs memorial be built " as a fitting climax to a walk". The Stewart family business built seawalls and kerbs as well as the granolithic pavements in the Main street and the walkways around St. Columbas parish church which still survive. They also built the original granolithic fountain in Gallowgate Square and the little well at the end of the Bowen Craig walk. As master slaters they roofed among other buildings, St.Columbas Episcopal church when it was built in 1877 /78.</p> <p>Planning comment:- Planning have no objection to the proposed street name.</p>



	GIFA (m²)	No. Units	Total GIFA (m²)
St Colm's			
Sheltered Housing 2A2P	47.4	18	853.2
Sheltered Housing 3A3P	70.3	10	703
St Colm's Total		28	2589.6
Sheltered Housing total GIFA total includes communal and staff areas.			
Parking Provision	Total	16	57%

APPLICABLE REGULATIONS

CDM 2015 & HASAW ACT 1974 (and all amendments) - Applies at all times.
Working at height Regs 2005 - Applies at all times.
Workplace (Health, Safety and Welfare) Regs 1992 - Applies at all times.
Control of Asbestos Regs 2012 - Applies at all times.

Notes

Ownership Boundary

Rev	Description	Date	Issued
A	Coordinated with topo survey	22.08.18	JS
B	Boundary lines updated Application boundary line removed. House type mix and parking provision table added.	10.10.18	GB
C	Detailed Block Plan added. Courtyard ramp added to provide level access.	10.12.18	JS
D	SUDs Tank position indicated	05.02.19	JS
E	Landscaping updated to Landscape Arch design	09.05.19	JS

0 1 2 4 6 8 1200

SCALE (M)

51 St Vincent Crescent
Glasgow
G3 8NQ

T 0141 221 6834
E mast@mastarchitects.co.uk
W mastarchitects.co.uk

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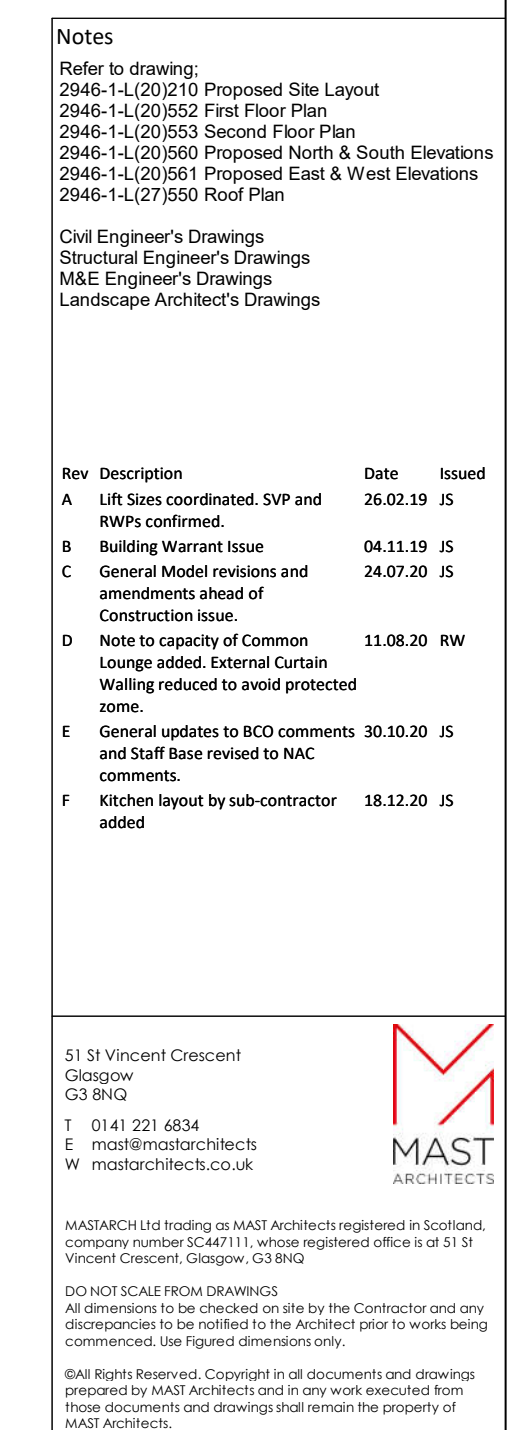
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Client		
Ashleigh (Scotland) / North Ayrshire Council		
Scale	Sheet Size	Job No.
1:200	A2	2946-1
Originator	Checked	Date
JS	GB	Oct '18
Project		
North Ayrshire Council Housing Programme - Lot A		
Drawing Title		
St Colm's Place - Proposed Site Plan		
Drawing No.		Rev
L(20)210		E

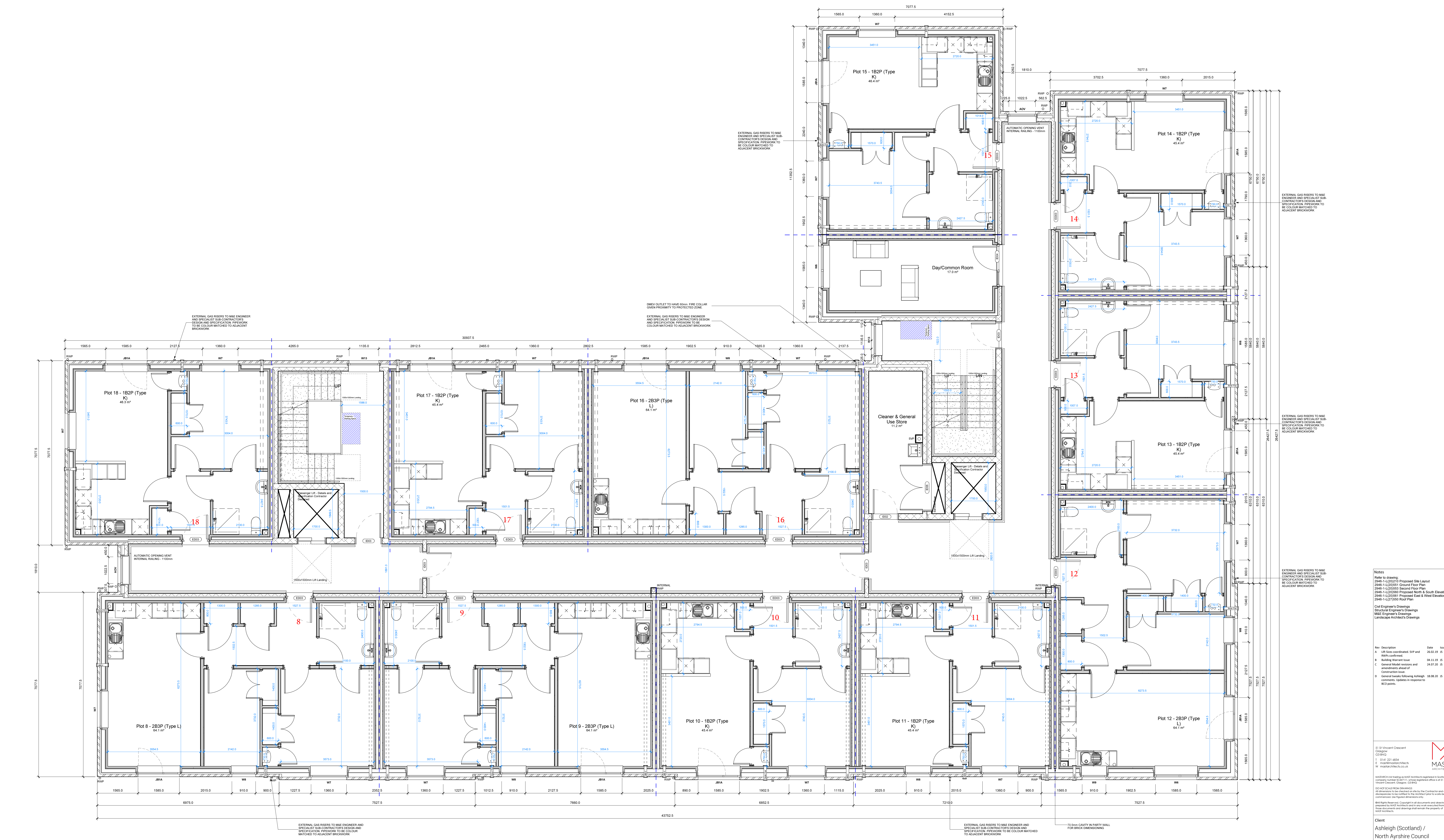
Staff Base - 1 and 2-7 unknown street name, Largs



1 00 -
1 : 50

First Floor of Sheltered Housing:-

8-18 unknown street name, Largs



1 01 - First Floor
1 : 50

Notes

Refer to drawing:
2946-1-02(2011) Proposed Site Layout
2946-1-02(2011) Proposed Floor Plan
2946-1-02(2011) Proposed North & South Elevations
2946-1-02(2011) Proposed East & West Elevations
2946-1-02(2011) Proposed Roof Plan

Client Engineer's Drawings
Structural Engineer's Drawings
M&E Engineer's Drawings
Landscape Architect's Drawings

Rev	Description	Date	Issued
A	1st issue coordinated, SVP and R&B confirmed	26.02.19	15
B	Building Warrant issue	04.11.19	15
C	General Model revision and amendments issued at construction stage	24.02.20	15
D	General Model revision (Building comment, updates in response to RCD points)	18.08.20	15

31' Vincent Crescent
G3 9WQ
11' 10' 20' 2018
E: mason@vincentcrescent.co.uk
W: mason@vincentcrescent.co.uk

100% ARCHITECTURAL DRAWING
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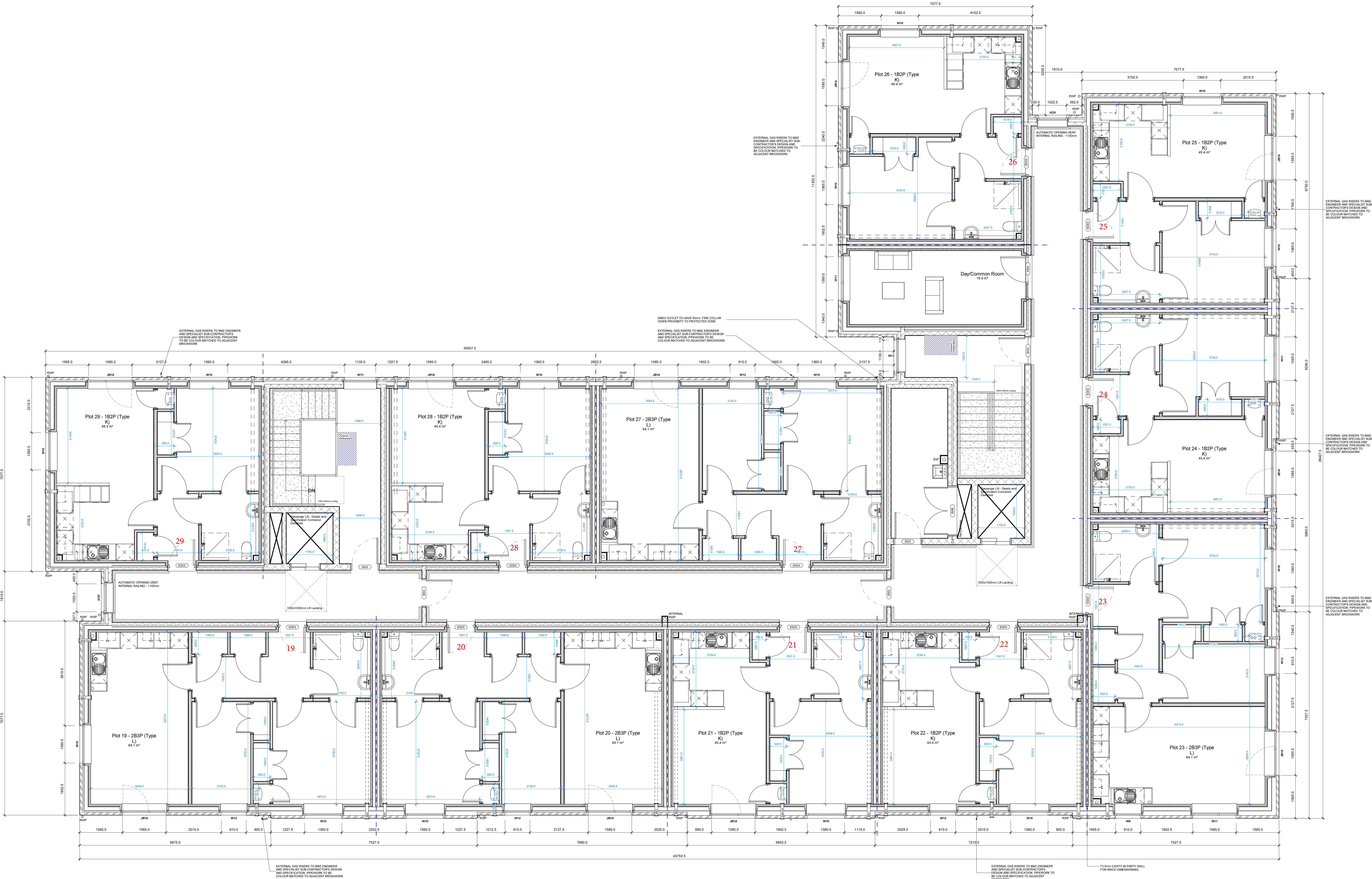
Client
Ashleigh (Scotland) /
North Ayrshire Council
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Originator
MS
Checked
JS
Date
Oct 18

Project
North Ayrshire Council
Housing Programme
Drawing Title
STC - First Floor Plan

Drawing Number
L(20)552
Rev
D

Second Floor of Sheltered Housing:-

19-29 unknown street name, Largs



Notes

Refer to drawing: 2046-4-020001 Proposed Site Layout 2046-4-020001 Proposed Floor Plan 2046-4-020001 Proposed East & West Elevations 2046-4-020001 Proposed East & West Elevations 2046-4-020001 Proposed East & West Elevations

Client Engineer's Drawings
Structural Engineer's Drawings
MEP Engineer's Drawings
Landscape Architect's Drawings

Rev Description Date Issued
A All items coordinated. SFP and RFPs confirmed. 26.02.19 JS
B Building Warrant Issue. 04.03.19 JS
C General Model revision and amendments issued. 24.02.20 JS
D General Model revision and amendments issued. 18.08.20 JS
E General Model revision and amendments issued. 18.08.20 JS

31 Vincent Crescent
G3 9JG
01753 201406
E: info@ashleigh.co.uk
W: ashleigh.co.uk

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Client
Ashleigh (Scotland) /
North Ayrshire Council
Scale
1: 50 @ A0
Originator Checked Date
MS JS Oct 18
Project
North Ayrshire Council
Housing Programme
Drawing Title
STC - Second Floor Plan
Drawing Number
L(20)553
Rev
D



North Ayrshire
Community Planning Partnership

North Coast & Cumbrae Progress Report

Reporting Period – Apr-June 21



General

Project Officer for the LP priorities post has now been filled. Ewan Grant started in post on 10 May. He will do a progress report update from the September meeting onwards and will also attend the LP meetings.

Continuing to work on all ideas for Douglas Park. Louise/Ewan will be meeting with all interested groups within the next couple of weeks. We have worked on a colour coded map to show what groups interested in what part of the park.

The North Coast& Cumbrae Community Hub is still in operation, with support from the voluntary groups delivering a service to the community.

Team have continued to deliver streetwork throughout March and have secured cashback funding to continue throughout the year. May/June will see the team partnering with KA leisure to bring the mobile football pitch to the prom area in Largs where they will provide youth-based activities and outreach to young people in the area.

North Coast youth forum- The forum is one of very few groups which has held it's numbers over the last year. They have been working hard on their committee skills training and are near completion of this. The forum have been representing the North Coast by attending the youth fest meetings. They will plan the event that will happen in the north coast on the first week of August.

Halls centres & Libraries community consultation has now finished and a report will go to full council early June.

Naloxone Awareness training delivered to community groups in NC via zoom and those who participated will be provided with Naloxone kits.

Partnering with Largs Thistle, Active Schools and Arts and Culture to provide a community summer programme for young people with a view to a community wide consultation on how the community would like to see the space used for the future.

Growing beyond tomorrow is a project that has been proposed for the Glen in West Kilbride. Team are supporting teh group to provide accredited training to their proposed apprenticeship programme.



North Ayrshire
Community Planning Partnership

North Coast & Cumbrae Progress Report

Reporting Period – Apr-June 21



Financial Inclusion

Update

North Coast Community Cookhouse Continuing to run well, looking at capacity to do another delivery day aiding vulnerable people within the North Coast.

West Kilbride 'The Village Larder' has now opened. It is going well. Over 20 families/individuals have signed up to be members. Appointments need to be made to access the Larder. Opening days/times are Tues & Fri 10am-2pm. The volunteers participate in the North Ayrshire Wide Food System support network which is held every 3 weeks.



North Ayrshire
Community Planning Partnership

North Coast & Cumbrae Progress Report

Reporting Period – Apr-June 21



Social isolation – older people

Update

Good partnerships built up over the time that the community hub has been running will help inform how we can take this priority forward when it's possible to do so. This will include working with service access team, Locality Link Workers etc.

North Ayrshire wide Social Isolation and Loneliness workshop took place via zoom. This was a discussion forum that looked at what issues/concerns there were around the subject. The results of this will help inform future work.

Team are looking at Adult Education classes that could be offered. This will include things like digital literacies/intro to computing.



Stress and anxiety – younger people

Update

Mental Health pocket guide that was developed with young people from North Coast and Cumbrae Locality is being looked at being rolled out across North Ayrshire.

Skelmorlie & West Kilbride Youth groups will continue to have a session on mental health in each of their terms. Group is still running digitally. Numbers attending aren't very high but it's an important group for those who are attending.

Planning is happening for summer programmes throughout the locality. This will include sessions at Largs Thistle Park, open days in Cumbrae and West Kilbride. We are also looking at programmes that cover Youth Work and Recovery, where Mental Health is one of the priorities.

For further information contact: Louise Riddex, Locality Officer, 01294 475910, 07980964858. lriddex@north-ayrshire.gov.uk

Locality Partnership: North Coast

Date: May 2021

Subject: Youth Forums and Citizenship and Partnership work

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

Background

The North Coast Youth Forum is a newly established group. We will strive to benefit the lives of young people in the North Coast area. We aim to achieve this by involving them in the decision-making process and giving them a voice.

The forum got off to a bit of a false start in December 2019, where meetings were taking place after school on a Wednesday afternoon, however due to Covid restrictions the group reformed in November 2020 via a digital platform and is going from strength to strength.

The young people have taken part in committee skills training to understand the roles and responsibilities of a committee, with one of the first objectives being to elect a main committee. Once the roles of the committee were established, the young people applied for PB funding and were successful in their bids to hold a fun and information day in both Skelmorlie and Cumbrae and to purchase hoodies and a banner to allow for that sense of identity as a newly established youth forum.

A couple of our younger members have introduced themselves and met with Mr Doherty, Largs Academy, to raise awareness and provide information on the youth forum and have been invited to deliver a PowerPoint presentation to pupils once they are prepared and have their hoodies.

Having had good feedback from the previous fun day held at Skelmorlie Community Centre, the youth forum have taken on the task of planning and organising the Skelmorlie and Cumbrae fun days, which we hope will take place at the end of August/September of this year.

The North Coast youth forum will also take part in the planning of the North Ayrshire summer youth fest. This year the youth fest will run differently and take place over a week, with each day being held in a different locality, so as to provide equal opportunities and allow for regulated numbers at each event. The youth fest will have a blended approach with digital activities planned for all young people across North Ayrshire and young people receiving an 'at home' youth fest pack. The main focal point of the festival is bringing the young people together to interact and work together, make new friends and most importantly to have fun.

Other pieces of work the youth forum has discussed are:

- Intergenerational work- to break down barriers between young/old people and to tackle social isolation.*
- The young people have expressed an interest in becoming mental health ambassadors and we will look into training for this to take place in the Autumn.*
- Involving the young people in their communities by taking part in Community Council and Community Association meetings.*

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:

- Denise Fraser, Community Development Worker. **Mob:** 07823 551907;
Email: denisefraser@north-ayrshire.gov.uk
- Ricky Caig, Locality Worker. **Mob:** 07823 562358
Email: richardcaig@north-ayrshire.gov.uk
- Iona Gilmour, Modern Apprentice. **Email:** ionagilmour@north-ayrshire.gov.uk
- Craig McLellan, Modern Apprentice. **Email:** craigmclellan@north-ayrshire.gov.uk

Completed by: Denise Fraser

Date: 25 May 2021



Locality Partnership: North Coast

Date: 1 June 2021

Subject: Roads, Structures and Street Lighting Maintenance Programme 2021/22

Purpose: To advise the Locality Partnership of the proposed Roads, Structures and Street Lighting Maintenance Programme for 2021/22.

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 1043km. The core roads assets are currently estimated at a value of approximately £1.7 billion.
- 1.2 North Ayrshire Council is responsible for the maintenance of the adopted local road network including lighting and structures assets as well as its other non-adopted road assets. However, the Council has no responsibility for the maintenance of the Trunk Road Network which falls to Transport Scotland and their management contractor, Amey. The Trunk Road network includes the A78, the A737 from Kilwinning to the Renfrewshire Boundary and A738 from the Pennyburn Roundabout to the A737 Dalry Road Kilwinning.

Current Position

- 2.1 The Council's Roads Service has 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 roads assets maintenance strategy follows the recommendations contained within the 'Well Maintained Highways Code of Practice', ensuring that the Council's 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.

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 and social opportunities.
- 3.2 The proposed Roads, Structures and Street Lighting Maintenance Programme for 2021/22 has been developed in accordance with the strategy contained within the Roads Asset Management Plan (RAMP) to deliver the maximum return on investment and ensures the provision of an effective road network throughout North Ayrshire.
- 3.3 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 37.1 which is an improvement from 37.3 in 2019 and from 38.1 in 2018 and 39.1 in 2017.
- 3.4 The estimated carriageway maintenance backlog figure for North Ayrshire is currently £34.800 million. The 'steady state' figure for maintaining our roads at present condition is £4.300 million per year. The allocated capital budget supported by revenue funding is £4.300 million for 2021/22. An additional £1m has been identified from the 'core infrastructure, property and vehicles renewal investment' capital budget allocation, taking the total investment in the road network to £5.300 million for 2021/22. This level of investment outpaces the 'steady state' figure and should therefore contribute to an improvement in network condition over time. It should be noted that the roads investment programme for Arran includes an additional £0.305m for 2021/22, this sum is carried over from the 2020/21 financial year as the programmed works on the island could not be carried out before the 2020/21 financial year end due to restrictions on ferry timetabling as a result of the pandemic.
- 3.5 Road lighting condition is measured through programmes of structural and electrical assessment and testing and is complemented through the ongoing review of age profile and material type life expectancy. The results are categorised and recorded in the lighting asset management database to inform a prioritised list of replacement schemes. Lighting is allocated an annual Capital budget of £1.000m.
- 3.6 Bridge and retaining wall condition is also evaluated through a robust inspection programme. General inspections are undertaken every 2 years, while an in-depth 'principal inspection' is carried out every 6 years. The results of the inspections are input into a Structures database which is then used to calculate an average Bridge Structure Condition Index (BSClav). The BSClav is currently 85.7 (2019/20 figure) which still falls within the 'good' classification of 85 to 94. The allocated capital budget supported by revenue funding is £0.710m.

- 3.7 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 in Appendix 2. The assessment matrix used for scoring and ranking footways for inclusion in our footway resurfacing programme is attached in Appendix 3. The assessment matrix used for scoring and ranking structures for inclusion in the Structures Maintenance Programme is attached in Appendix 4.

Conclusion

- 4.1 The Roads Maintenance Programme 2021/22, which was approved by North Ayrshire Council's Cabinet on 23 March 2021, 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 2021/22, as shown at Appendix 1a and b.

Name: Campbell Dempster

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

Date: 20 May 2021

<i>Carriageway Resurfacing</i> <i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate</i> <i>Cost</i>
A71	Irvine	EAC boundary to Corsehill Mount Roundabout	£130,000
A71	Irvine	Corsehill Mount Roundabout towards Irvine	£100,000
A71	Irvine	Greenwood Interchange to Corsehill Mount Roundabout	£200,000
A736	Irvine	Torranyard southwards	£105,000
A737 Irvine Road	Kilwinning	Buckreddan to Eglinton Park Gates	£120,000
A737 Kilwinning road	Irvine	Redburn Roundabout to Castlepark	£130,000
A737 Lauchlan Way	Kilwinning	Tesco car park entrance to Howgate	£80,000
A737 Marress Road Northbound	Irvine	Marress Roundabout to Traffic Lights	£140,000
A738 Glencairn Street	Stevenston	Jet to Wallace Avenue including Hayocks Roundabout	£55,000
A738 High Road	Saltcoats	Jacks Road to McGillivray Avenue	£30,000
B7025 Charles Street	Largs	Full Length	£55,000
B7080 Long Drive	Irvine	Riverside Roundabout to joint at SMA	£50,000
B7080 Long Drive	Irvine	Behind BP Garage to Riverside Roundabout	£100,000
B7081 Main Road	Springside	Dreghorn Roundabout to EAC Boundary	£200,000
B714	Dalry	Girthing Farm to Yonderhouses	£100,000
B769 Middleton Road	Irvine	Stanecastle Road to Bowhouse Rise	£50,000
B779 Sandy Road	Irvine	Bartonholm to new estate	£35,000
B780 Manse Street	Saltcoats	Chapelwell Street to Sainsbury exit	£40,000
B780 Canal Street	Saltcoats	Auchenharvie park to Barnett Crescent	£80,000
B781 Cubrieshaw St	West Kilbride	Number 84 to Gateside Street	£25,000
B896	Cumbræ	Stinking Goat	£35,000
Burns Terrace	Ardrossan	Full Length	£30,000
Clyde Terrace	Ardrossan	Number 55 to Firthview Terrace	£15,000
Lawson Drive	Ardrossan	Part Length	£65,000
Sorbie Road	Ardrossan	Garage to end of cemetery	£60,000
Head Street	Beith	Park Court to A737	£30,000
Main Street	Beith	Project Contribution	£20,000
Mains Road	Beith	Meadowside to Hawthorn Crescent	£25,000
Clyde Street	Cumbræ	Full Length	£15,000
Hastie Avenue	Cumbræ	Full Length	£30,000
Woodlands Street	Cumbræ	Full Length	£10,000
Broadlie Drive	Dalry	Full Length	£10,000
Craig Avenue	Dalry	Broadlie Avenue to Kirkland Crescent	£10,000
Kirkland Crescent	Dalry	Full Length	£65,000
Peden Avenue cul-de-sacs	Dalry	4 No.	£25,000
Putyan Avenue	Dalry	Full Length	£20,000
Wingate Avenue/Burnhouse	Dalry	Full Length	£50,000

Wingfaulds Avenue	Dalry	Derestricted area to B780	£40,000
Annick Road	Irvine	Roundabout to pedestrian crossing	£40,000
Bensley Rise	Irvine	Full Length	£30,000
Blairdennon Way	Irvine	Full Length	£30,000
Burns Crescent loop	Irvine	Part Length	£20,000
Campsie Way	Irvine	Towerlands Road to car park at Kilsyth Walk	£50,000
Galt Avenue	Irvine	Full Length	£35,000
Livingstone Terrace	Irvine	Bilby Terrace to Paterson Avenue	£110,000
Martin Avenue	Irvine	Junction with Paterson Avenue (Large Patch)	£10,000
Mill Road	Irvine	Beech Avenue to Thornhouse Avenue	£55,000
Ravenscroft	Irvine	Number 2 to Number 40	£40,000
Stronsay Way	Irvine	Full Length	£40,000
The Glebe	Irvine	Part Length	£15,000
Bankfaulds Avenue	Kilbirnie	from turning circle	£20,000
Hagthorn Avenue	Kilbirnie	o/s school	£10,000
Place View	Kilbirnie	Ladysmith Road to Alexander Fleming	£40,000
Walker Street	Kilbirnie	Full Length	£15,000
Blacklands Avenue	Kilwinning	Part Length	£40,000
Blacklands Crescent	Kilwinning	Full Length	£42,000
Corsehill	Kilwinning	Part Length	£25,000
Evelyn Terrace	Kilwinning	Part Length	£10,000
Pennyburn Road	Kilwinning	Cranberry Road to Sundrum Place	£150,000
Underwood	Kilwinning	Full length	£45,000
Whitehirst Park Road	Kilwinning	From existing surfacing to Duddingston Avenue	£55,000
Brisbane Street	Largs	Full Length	£55,000
Haco Street	Largs	Full Length	£40,000
Kelvin Street	Largs	Full Length	£45,000
Adams Avenue	Saltcoats	Outside shops to circle	£20,000
Galloway Place	Saltcoats	Full Length	£10,000
Guthrie Road/Parkend Road/Braehead Place	Saltcoats	Guthrie Road (except surfaced area) Parkend Road from Guthrie Road to Kerr Avenue	£40,000
Middlepart Crescent	Saltcoats	Part Length	£10,000
Saughtree Avenue	Saltcoats	Full Length	£20,000
Stanley Road	Saltcoats	Full Length	£30,000
Wheatley Road	Saltcoats	Full Length	£25,000
Garven Road	Stevenston	Part Length	£25,000
Highfield Drive	Stevenston	Full Length	£27,000
Kilwinning Road Service Road	Stevenston	Full Length	£26,000
Shore Road	Stevenston	Full Length	£10,000
Bellard Road	West Kilbride	Goldenberry Avenue to South Road	£15,000
Gateside Street	West Kilbride	St Brides Road to Cubrieshaw Street	£15,000

£3,720,000

<i>Carriageway Screeding</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
C20	Irvine	Cunninghame Head to boundary	£15,000
C20	Irvine	Kilmaurs side to layby	£63,000
C24	Irvine	Junction of B769	£3,500
U27	Dalry	Full Length	£47,000
U62	Beith	C56 to 560m past Windyedge	£44,000
U45	Kilbirnie	Milton Road	£40,000
U17	Beith	Coldstream Farm to past Coldstream Bridge	£31,000
U50	Beith	Full Length	£52,000
U63	Beith	Coldstream Bridge No1 to boundary	£57,000
U7	Beith	Bigholm from A737 to U50 Newmills (Part Length)	£66,000
U30	Beith	A737 to B777	£29,000
U48	Beith	Full Length	£16,500
U26	Kilbirnie	Geirston Road (Carried over from 20/21)	£36,000
			£500,000

<i>Patching Contract</i>			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			£100,000

Footway Resurfacing			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Ardneil Court Footpaths	Ardrossan	Part Length	£31,500
Boydston Road	Ardrossan	Junction of Montfode Drive	£2,500
Elm Park footpaths	Ardrossan	Internal slabbed paths at front of houses	£15,000
Glebe Court	Beith	Full Length	£10,000
Iona Court	Dreghorn	Number 22-27 underpass at gable no 22, gable number 1	£3,000
Castlepark Circle	Irvine	Lomond Place to Katrine Place	£22,000
Castlepark footpaths	Irvine	Part Length	£30,000
Craignaw Place	Irvine	Bus stop at link footpath to shops	£3,000
Fullarton Footpaths	Irvine	Part Length	£15,000
Heatherstane Bank	Irvine	footpath beside bus route from number 91 to Gable 77	£1,000
Kilsyth Crescent	Irvine	Gable no 1 to junction	£2,000
Moorfoot Way	Irvine	Numbers 14 - 34	£3,000
Mull Crescent	Irvine	Between Housing improvements	£15,500
Pladda Crescent	Irvine	Numbers 6 - 10	£2,000
Sillars Meadow	Irvine	Part Length	£13,000
Stronsay Way	Irvine	Rear footpath	£15,500
Pennyburn footpaths	Kilwinning	Corner of Kilkerran Square to Stevenston Road Front of older peoples housing from Cranberry Court to Muirside Place to the bottom of the slope leading to the railway bridge	£16,000
Scott Place & Owen Kelly Place	Saltcoats	Internal Footpaths	£8,000
Eglinton Gardens	Skelmorlie	Halketburn to Skelmorlie Castle Road	£22,500
Overtoun Road	Springside	Opposite nursery and outside Premier Stores	£6,000
Cambuskeith Road	Stevenston	Full Length	£30,000
Drumilling Drive	West Kilbride	Both sides	£7,500
Weston Terrace/South Road	West Kilbride	Bowling green side, from Orchard Street to Alton Street	£8,000
			£282,000

Lighting Deteriorated Infrastructure Replacements		
<i>Area</i>	<i>Town</i>	<i>Estimate Cost</i>
Bath Villas Hill Lane Bridgepark Eglinton Square Colehill Place Arran Lane Dalry Road - Service Road Ardneil Court	Ardrossan	£160,000
Dalry:- East Kirkland West Kirklands Place Aitken Street Merksworth Avenue Russell Drive - check ownership Garnock Street Kilwinning:- Pathfoot View Ladyacre Tammy Dales Road Corsehill	Dalry & Kilwinning	£145,000
Irvine:- Kirkgate Caldon Road Stevenston:- Donaldson Ave Hawkhill Place High Road Kilwinning Road - Service Road Townhead Street Millhill Road	Stevenston & Irvine	£220,000
Campsie Walk Fintry Terrace Fintry Place Campsie Avenue Campsie Way Kilpatrick Court Kilpatrick Place Kilsyth Crescent Kilsyth Walk	Bourtreehill, Irvine	£215,000
Capringstone Foot Drummuir Foot Fortacre Place East Bowhouse Way Busbiehead Bowhouse Rise East Bowhouse Head	Girdle Toll, Irvine	£215,000

Southook Row		
Bowhouse Head		
Rigfoot		
Newfield Place		
Newtonhead		
Overton Place		
West Kilbride:-		
Farmfield Terrace		
Craufurd Avenue		
Law Brae	West Kilbride & Largs	£95,000
Simson Avenue		
Largs:-		
Allanpark St		
		£1,050,000

Lighting Deteriorated Column Replacements			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Unplanned Locations			£150,000

Lighting Deteriorated Column Inspections			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			£50,000

Structures Projects			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Merryvale Footbridge	Irvine	Strengthening and refurbishment	£250,000
Multi Storey Car Park	Irvine	Strengthening and refurbishment	£120,000
Kirkland Bridge	Busbiehill	Replacement (cost shared with EAC)	£60,000
Threadmill Bridge	Kilwinning	Replacement / Strengthening	£100,000
			£530,000

Carriageway Resurfacing:	<i>£3,720,000</i>
Carriageway Screeding:	<i>£500,000</i>
Patching Contract:	<i>£100,000</i>
Footway Resurfacing:	<i>£282,000</i>
Lighting Infrastructure Replacements:	<i>£1,050,000</i>
Deteriorated Column Replacements:	<i>£150,000</i>
Deteriorated Column Inspections:	<i>£50,000</i>
Structures Projects:	<i>£530,000</i>
<i>Overall Mainland Total:</i>	<i>£6,882,000</i>

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
<i>Carry Over from 2020/21</i>			
A841	Whiting Bay	Largiemhor House to Ashdale Way (Increased Length shown in 2021/22)	£65,000
A841	Brodick	North of Market Road to West of Co-op	£100,000
B880	Shiskine	Bridgend to Shiskine 30 mph signs (Partially Completed)	£30,000
B880	Shiskine	Surface dressing at Balmichael to past Balmichael House Junction	£62,000
Hospital road	Lamlash	From Margnaheglish Road Junction	£22,000
Manse Road	Lamlash	Full Length	£66,000
Margnaheglish Road	Lamlash	From A841 to Junction Hospital road	£25,000
2020/21 Total			£305,000
<i>2021/22</i>			
A841	Whiting Bay	Ashdale Way to Fernbank (Increased Length from 2020/21)	£206,000
A841	Lamlash	End of new surface at Glenarry	£72,000
C147	Whiting Bay	South of Braehead Cottage to Joint at Largybeg	£98,000
C147	Kildonan	Dippen Lodge	£30,000
C3 Ross Road	Lamlash	Contribution with Timber Transport	£35,000
Rodden Road	Shiskine	From Shiskine to Torbeg	£92,000
Kildonan Low Road	Kildonan	Miodar to church brae	£72,000
C147	Kildonan	Landslip Contribution	£75,000
2021/22 Total			£680,000
			£985,000

<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	£8,000
Silverhill	Whiting Bay	Part Length	£5,000
			£18,000

<i>Structures Projects</i>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
C147-55 Kildonan Landslip	Kildonan	Retaining Wall Construction	£150,000
C147-049 Culvert West of Ballymeanoch	Kildonan	Design work and ground investigation for retaining wall strengthening	£30,000
			£180,000

Carriageway Resurfacing 2020/21 Carryover: £305,000

Carriageway Resurfacing 2021/22: £680,000

Footway Resurfacing: £18,000

Structures Projects: £180,000

Overall Arran Total: £1,183,000

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

- 1.9 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.
- 1.10 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.
- 1.11 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.
- 1.12 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.

1.13 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.

1.14 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	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:

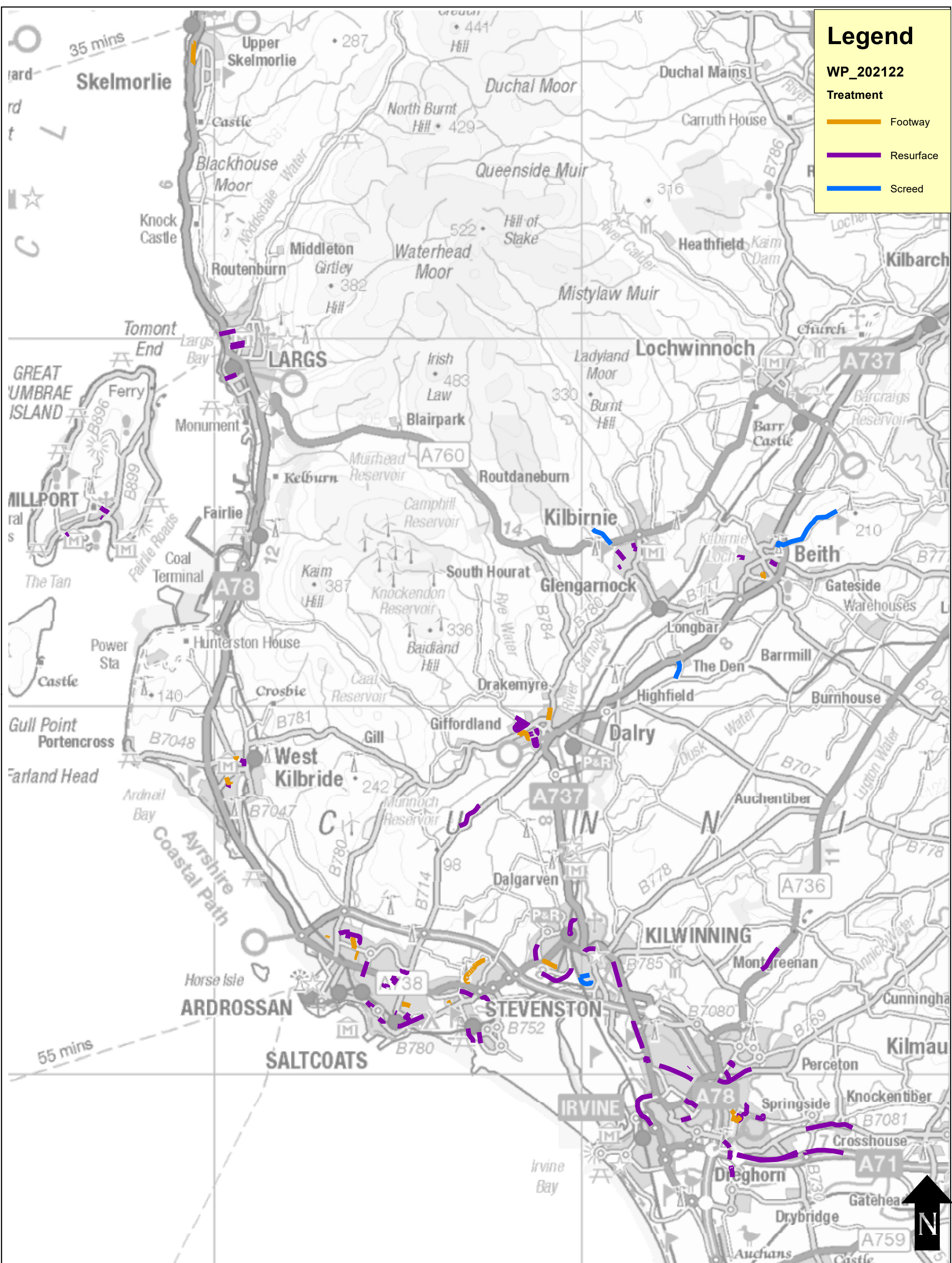
Structure Name:					Enter score based on the description in the following coloured cells			
Date when the scoring is carried out:								
Priority Ranking for structure capital programme								
No.	Factors	Maximum Score			Structure Score Input	Net score	% of total Score	Additional commentry
1	Type of 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 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 then 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		

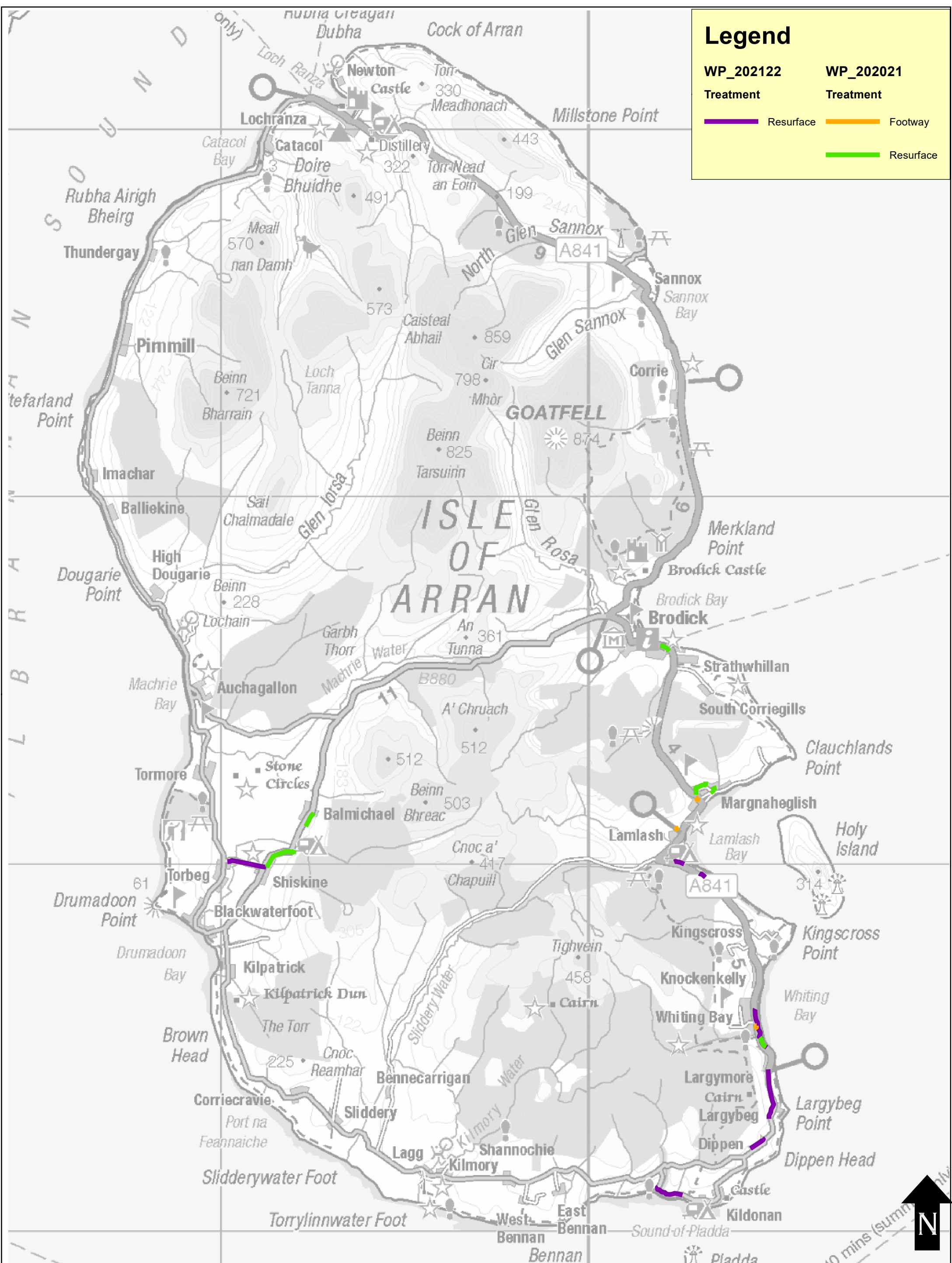
Note maximum score that can be achieved for road bridge= 500


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.



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			Date: 18 Mar 2021
			Scale: 1:90,000
			Drawing No:



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