



North Ayrshire
Community Planning Partnership

Arran Locality Partnership

Thursday 17 June 2021 at 4.45 pm via Microsoft Teams

Business

Item	Subject	Pg No	Ref	Officer	Timings
1.	Welcome and Apologies	-		Cllr McMaster	4.45 – 4.50
2.	Action Note Review the action note and deal with any outstanding items.	Pg 3	Enclosed	Cllr McMaster	4.50 – 4.55
3.	Working towards Arran as a Dementia Friendly Community Receive presentation from Jill Hunter.	-	Presentation	Jill Hunter	4.55 – 5.10
4.	CIF Update Receive update from Graeme Johnstone and Suzie Dick.	Pg 12	Enclosed	Graeme Johnstone/Suzie Dick	5.10 – 5.25
5.	Youth Participation and Citizenship Receive presentation from Donna Anderson.	-	Presentation	Donna Anderson	5.25 – 5.40
6.	Locality Partnership Forum/HSCP Update Receive update from Greg Hamill.	-	Verbal	Greg Hamill	5.40 – 5.55
7.	Street Naming Report Consider report from Planning.	Pg 15	Enclosed	A Sutton	5.55 – 6.00
8.	Learning Update Receive update.	-	Verbal	Head Teachers	6.00 – 6.15
9.	Senior Islands Officer Update. Receive update from Sarah Baird	-	Verbal	Sarah Baird	6.15 – .6.25
10.	Community Engagement - Priority Refresh Receive update from Vicki Yuill and Lesley Forsyth	-	Verbal	Vicki Yuill/Lesley Forsyth	6.25 – 6.40
11.	AOCB Report for information – Roads Maintenance Programme 2021/22	- Pg 19	Verbal Enclosed	Cllr McMaster	6.40 – 6.45

Distribution

Elected Members

Community Representatives

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

Richard McMaster
Tom Tracey
Diana Turbett
Fiona Laing (*Co-opted*)

CPP/Council Representatives

Vicki Yuill, Senior Lead Officer
Audrey Sutton, Lead Officer
Greg Hamill- Lead GP (**Vice Chair**)
Anne-Marie Hunter, North Ayrshire Council
Carol Norton, TSI
Michelle Sutherland, HSCP
Dougie Robertson, Police Scotland
Paul Storrie, SFRS
Alison Wilson, Police Scotland

Meeting:	Arran Locality Partnership
Date/Venue:	10 March 2021 at 2.00 pm via Microsoft Teams
Present:	<p>Councillor Ellen McMaster (Chair); Councillor Timothy Billings Councillor Anthony Gurney Dr Greg Hamill, GP Lead (Vice Chair) Vicki Yuill, Arran CVS (Senior Lead Officer) Audrey Sutton, Executive Director (Communities & Education) North Ayrshire Council (Lead Officer) Bill Calderwood, Arran Community Council Suzie Dick, Depute Head Teacher (Arran High) Lesley Forsyth, Senior Manager Information and Culture Susan Foster, Acting Head Teacher (Arran High) Anne Marie Hunter, Engagement and Participation Officer; Fiona Laing, Co-opted Community Representative Shirley MacLachlan, Head Teacher Carol Norton, Operations Manager, Arran CVS Michelle Sutherland, North Ayrshire Health and Social Care Partnership Tom Tracey, Community Representative; Diana Turbett, Community Representative Sgt. Dougie Robertson, Police Scotland;</p> <p>Jennifer McGee, Community & Locality Planning Assistant, North Ayrshire Council (Notes)</p> <p>In attendance</p> <p>Morna Rae, Senior Manager, Policy, Performance & community Planning (item 8) John Conlan, Arran CVS (item 3) Ian Staples, Manager, Arran Outdoor Centre Robert McNeice, Arran High Mountain Bike Club (item 5) Kim Toogood, Arran High Mountain Bike Club (item 5) Sid Townsend, Arran High Mountain Bike Club (item 5) James McCarthy, Arran High Mountain Bike Club (item 5) Lauren Gilbert, Active School Co-ordinator (item 5) Jessica Wallace, Arran Eco-Savvy (item 4)</p>
Apologies:	Paul Storrie, Scottish Fire and Rescue Ruth Betley, Senior Manager, Arran Services (HSCP) Inspector Alison Wilson, Police Scotland.

ACTIONS

No.	Action	Responsible
1.	<p>Welcome and Apologies</p> <p>The Chair welcomed everyone to the meeting, introductions were made and apologies for absence were noted.</p> <p>As the anniversary of lockdown approaches, the Chair paid tribute to all of those who assisted the Community over the past year and for going above and beyond to keep the community safe.</p>	Noted
2.	<p>Minutes from meeting held on 24 November 2020</p> <p>The minutes arising from the meeting held on 24 November 2020 were approved.</p>	Noted

<p>3.</p>	<p>Matters Arising</p> <p>Participatory Budgeting – A Hunter advised the Locality Partnership that the team received fantastic response to the fund despite being in the middle of a global pandemic. From Arran:</p> <ul style="list-style-type: none"> • 15 Locality applications were received - of these 12 were funded (3 received partial funding, 2 of these partially funded from the Arts and Culture Fund) • Arts and culture – 3 projects funded. <p>A Hunter highlighted that groups have 12 months to spend the funds awarded and are subject to a 12-month evaluation. A full updated list will be added to the CPP website in due course.</p> <p>In terms of Youth PB, online voting is live and young people on Arran age 8-25 will be voting until Friday 12th, at 3.30pm with results announced the following week.</p> <p>Cost of the School Day – A Sutton provided the Locality Partnership with an update on the work of the Cost of the School Day (COSD). The COSD working group have been working on a final draft of the COSD policy which will be discussed at their final meeting on 17 March. The commitments within the policy are:</p> <ul style="list-style-type: none"> • Take a sustainable whole systems approach to reduce and poverty proof costs relating to the school day; • Children, young people and their families will be at the heart at making decisions in designing policies that affect the cost of the school day; • Our schools, services and partners will take a reflective poverty aware and inclusive approach to making decisions which affect the cost of the school day; • We will support families to maximise their income and participate in the life of their school (all education establishments). <p>A copy of the policy and action plan will be shared with all education establishments and Locality Partnerships in due course. It is proposed to have the first COSD conference in June 2021 where the policy and action plan will be launched.</p> <p>The policy commitments from the COSD work have also been supported within the Council budget with a recurring investment of £500k per year. £250k of this funding will be committed to digital and home learning, £150k to support work schools do in terms of eating at school. £100k PB fund which will be available for schools and parent councils to support cost of school clothing, trips, and activities.</p> <p>Connectivity - J Conlan from Arran CVS provided the Locality Partnership with an update on the Connecting Arran Initiative:</p> <ul style="list-style-type: none"> • All 20 of the iPads are now in use within the community. • The recipients use the devices in a variety of ways from Facetiming relations in the UK & abroad, to Occupational Health recovery, online shopping, and church services. • Increased the number of people online on the island, especially elderly residents. • Addressing & reducing some social isolation & inequality. 	<p>Noted</p> <p>A Sutton</p> <p>Noted</p> <p>Noted</p>
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	<ul style="list-style-type: none"> • Helping overcome digital fears. • Two devices are being used in a care home giving up to 20 people access. <p>J Conlan advised that in terms of going forward:</p> <ul style="list-style-type: none"> • Additional devices are now available from Phase 2 - these are for families / households with children, or where a child is normally resident (this includes pregnant women with no child in the household) or care leavers up to 26 years of age • Digital Audit of groups and organisations, by way of a survey, to ascertain future needs • The Arran Resources Register a handy place to find equipment, spaces, tools and share useful items • This is being promoted and populated by groups and organisations who have equipment they can lend out, or hire at a minimum cost • Investing in a new website, currently under development. This will enhance support and information offered, the register will also be relocated there to continue the ease of access 24/7. <p>J Conlan encouraged the Locality Partnership to share the Arran Resources Register.</p> <p>Arran Alcohol and Drugs Study – V Yuill advised the Locality Partnership that funding that funding had been approved by the North Ayrshire Alcohol and Drugs Partnership for a dedicated support worker on Arran. This will initially be a two-year post and they are currently waiting on final confirmation on funding arrangements. V Yuill highlighted that there has also been an amazing multidisciplinary approach to this with all the services.</p> <p>V Yuill also highlighted that the family support group are setting up training dedicated to people on Arran on 19 March. V Yuill asked anyone to get in touch if they or someone they know would benefit from this training.</p>	<p>Noted</p> <p>All</p> <p>Noted</p> <p>All</p>
<p>4.</p>	<p>Food System</p> <p>The Locality Partnership received a presentation from L Forsyth and J Wallace on the Community Food System.</p> <p>L Forsyth advised the Locality Partnership that from March 2020 saw:</p> <ul style="list-style-type: none"> • The Arran Locality Hub set up • A network of partners established and developed • Voucher systems – community and free school meals with local shops • Support delivered in the heart of the communities - communities supporting communities • 1461 calls received – 937 food deliveries made • Christmas cover and winter support • Conversations with Scottish Government • Emerging, new supports and initiatives • Learning, reflecting and redefining <p>L Forsyth highlighted that the demand for emergency food provision is reduced, however the Community Support Hubs continue to act as brokers who can signpost to local food provision. Using a Community Wealth Building approach, local business and third sector organisations provide</p>	<p>Noted</p> <p>Noted</p>

	<p>sustainable access to food provision including low cost or free food to local people who need it.</p> <p>L Forsyth highlighted some initiatives that have been set up in the Communities of North Ayrshire:</p> <ul style="list-style-type: none"> • Community Larders • Community Fridges • Community Shop • Targeted Daily Hot Food • Community Shops <p>J Wallace provided the Locality Partnership the work of Arran Eco Savvy.</p> <p>J Wallace advised that since 2018, Eco-Savvy set up a food share scheme with the local Co-ops on the island. This initiative started out with volunteers collecting short life food and distributing to two locations twice per week to a network of over 40 volunteers collecting food five times per week and distributing to seven different locations on the island. However, since the start of the pandemic, Eco Savvy worked with the Co-op in Brodick and Lamlash to move the food share instore.</p> <p>So far the food share has diverted 26 tonnes of food from landfill, this has a value of over £160k, and over 70 tonnes of CO2, which has been an amazing effort by the Arran Community in reducing the carbon footprint on the island.</p> <p>J Wallace highlighted that Eco Savvy have undertaken surveys in the community for their views on the instore model. Some of the issues were in regard to accessibility due to locations of the Co-ops. In future plans Eco Savvy are looking at a de-centralised food model. They will be conducting some research with the community to address the concerns raised. Eco Savvy are also working more closely with food producers and growers on the island to help address the resilience issues of the food system on the island.</p> <p>J Wallace also advised that the Arran Foodbank are launching a “wee shop” pilot in the Church where they will be offering subsidised food.</p> <p>The Chair asked for the Arran Pioneers to be invited to the June meeting, and she also extended an invitation to J Wallace to attend to provide and update on the work of Eco Savvy.</p> <p>The Chair thanked both L Forsyth and J Wallace for their presentation.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>J McGee</p> <p>Noted</p>
<p>5</p>	<p>Arran High Mountain Bike Club</p> <p>S Townsend and J McCarthy, both pupils from Arran High, provided the Locality Partnership with a presentation on the Arran High Mountain Bike Club.</p> <p>They highlighted that 50 pupils of the High School are members of Mountain Bike Club, this represents over 20% of the school roll. The aim of the Club is to deliver regular opportunities for pupils to participate in mountain biking, and the Club is open to all High School pupils. The Club have also achieved Scottish Cycling Centre accredited status.</p>	<p>Noted</p>

	<p>During Lockdown the Club have offered free bike repairs to all young people on the Island.</p> <p>The Mountain Bike Club Dyemill Trails Project aims are a natural evolution of what the club already achieves and it intends to create an accessible, inclusive and safe all weather environment to grow and develop our islands cycling community, inspiring Arran to cycle. The facility will encourage residents and visitors to engage in cycling.</p> <p>The Club's forest management plan will also look to actively improve and preserve the diversity of the habitat and wildlife.</p> <p>The Club has three main action areas they would like to deliver for this project:</p> <ul style="list-style-type: none"> • Building sustainable facilities that create opportunities • Deliver a diverse range of opportunities to our island young people • Deliver opportunities to our wider community that strengthen our island. <p>They advised that Arran is currently not featured on map of the best places in Scotland to go mountain biking, and that is why they want to bring regular opportunities for people on the island to be able to mountain bike without having to travel to the mainland.</p> <p>The Locality Partnership commended S Townsend and J McCarthy for their outstanding presentation.</p> <p>A Sutton also thanked both S Townsend and J McCarthy for their presentation. A Sutton asked R McNeice the relationship/contact with the Club has with the Active Travel team in North Ayrshire. R McNeice, advised that he has been in touch with Greg Brown from the Active Travel Team who has had a look at the Club's proposal, and he has offered to help develop the proposal.</p> <p>B Calderwood offered the support of the Community Council.</p> <p>V Yuill highlighted that Arran CVS have good link to funders and the team would be happy to help support.</p> <p>L Gilbert advised that she will be supporting level one leaders and working with primary schools.</p> <p>R McNeice advised that he would share a copy of the of the Business Case with J McGee to share with the Locality Partnership</p> <p>It was agreed that the next steps would be for L Forsyth, A Hunter, V Yuill and A Sutton to meet R McNeice to identify how we can help connect or provide the right support and to identify the best means which the Locality Partnership can support the Club. An update will be brought back to the June 2021 meeting.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>R McNeice/J McGee</p> <p>A Sutton/V Yuill/L Forsyth/ A Hunter/ R McNeice</p>
<p>6.</p>	<p>HSCP Update</p> <p>G Hammill provided the Locality Partnership with an update on the work of the Health and Social Care Partnership.</p>	

	<p>Since the beginning of the year there have been fewer than 5 positive Covid-19 cases on the Island.</p> <p>The mass vaccination programme is being delivered on the Island and is going well. Everyone over the age of 50 has been offered their vaccination and all 16-50-year-old high risk residents have also been offered their vaccinations. Uptake has been very high on the island, with most groups above 90% uptake. The vaccination programme will continue, and the team is hoping that all over 16/18-year olds on the island will be offered their vaccines around May/June. Alongside that, the teams will need to coordinate issuing the second dose of vaccines.</p> <p>Planning is also underway on how services can run in the summer, preparing for the island opening again.</p> <p>G Hamill also wished to convey his thanks to all the volunteers and the Hub for their support during the pandemic.</p>	<p>Noted</p> <p>Noted</p>
<p>7</p>	<p>Learning Update</p> <p>A Sutton highlighted that this will now be a standing agenda item at all Locality Partnerships. This is to ensure an education contribution.</p> <p>Arran High/Lamlash Primary</p> <p>S Foster advised that last week saw the phased return of pupils with P1-3 returning for the full week and some pupils in the senior phase of the school returning for practical subjects. All pupils have shown amazing resilience.</p> <p>Next week will be the next stage of the phased return with all primary pupils returning more secondary school pupils. In the High School, there will be 1m social distancing on school transport and 2m within school. Staff are currently preparing for that. In addition, all secondary pupils will be offered lateral flow testing kits, which are already in place for staff.</p> <p>In terms of early learning, the team is preparing for the introduction of 1140 hrs provision from August 2021.</p> <p>S Dick provided the Locality Partnership with an update on the High School's health and wellbeing strategy.</p> <p>S Dick advised that a budget meeting took place yesterday to look at what we will fund April – June 2021 with the emphasis on supporting health and wellbeing. There will be an art therapist in school every Tuesday and every fortnight a Speech and Language therapist who specialises in autism.</p> <p>Self-harm kits have been placed in school bathrooms to help to support pupils and signpost where to go to get help when required.</p> <p>Primary Schools</p> <p>S McLachlan highlighted that two schools are fully open on the island, Corrie and Pirmill Primary Schools, as they qualify under the small schools guidance.</p> <p>Schools have continued to support families during lockdown, over 400 calls to families and continuing to send postcards regularly to pupils.</p>	<p>Noted</p>

	<p>Online registration for Early Years and Primary One has been carried out.</p> <p>S McLachlan has been making trauma teddies. 200 teddies have been made during lockdown and on Monday morning there will be a teddy for each pupil with the school values and poem.</p> <p>Cllr McMaster conveyed her thanks to the Education team on the Island.</p>	<p>Noted</p> <p>Noted</p>
<p>8</p>	<p>Locality Priorities</p> <p>M Rae provided the Locality Partnership with a presentation on the Locality Priorities refresh. The presentation highlighted that:</p> <ul style="list-style-type: none"> • The Locality Partnership has developed since priorities first agreed • Opportunities and challenges have developed since priorities first agreed • Are these still the right priorities for Arran? • National legislation and LP Terms of Reference stress targeting local inequalities and add value. <p>These conversations are happening across all six Locality Partnerships in North Ayrshire. The new priorities can be drawn from data analysis such as People’s Panel, Community hubs etc.</p> <p>M Rae highlighted that refreshing the priorities is not about losing the valuable work to date. The lifespan of new priorities is flexible, to respond to challenges and changes in the future. The Team is also going to create locality dashboard to provide a variety of statistics e.g. employment. Action plans will also be created to support the priorities.</p> <p>A Sutton thanked M Rae for providing an overview of the journey of the Arran Locality Partnership.</p> <p>A Sutton highlighted that she is keen to focus on basing some of the proposals about the future of our priorities on the learning and the emerging evidence that as a Locality Partnership over the last few years.</p> <p>A Sutton also highlighted that on terms of engaging with the community, Arran CVS has the relationships with organisations the and individuals on Island and the Community Council has a very important role in engaging with their own communities around the island.</p> <p>T Tracey commented that asking people what the priorities are is important and we should remind the community of the previous priorities, what was done, are these still priorities and what should be added. He also commented that some thought will be needed on how the new priorities integrate with the National Island Plan.</p> <p>G Hamill agreed that some reflection on the previous priorities is required and thinks it will be challenging to choose three/four priorities for the Island and it would be good to clarify the direction the Partnership is moving.</p> <p>The Chair highlighted that refreshing the priorities does not mean there is a need to remove of the previous priorities as a lot has emerged organically over the last few years.</p>	

	<p>V Yuill commented that in terms of engagement, C Norton and the team will be keen to work with L Forsyth and A Hunter to ensure the priorities are heard from a diverse range of voices in the community. C Norton confirmed that she would be delighted to support this.</p> <p>B Calderwood highlighted that it is important that we do recognise the work already in process. There is a need to pull things together from the group around the island to give the community a clear direction. A Sutton commented that the Community Council's role is central to this work.</p> <p>The Chair also noted that it would be good to relook at the engagement with the Community Council and it would be good to have more than one representative from the Community Council attending Locality Partnership meetings going forward.</p> <p>B Calderwood confirmed that he would raise this at the next Community Council meeting. He also asked for a copy of the slides to be shared with him to encourage other members to become involved in the Locality Partnership. A Hunter offered to attend a future meeting of the Community Council to help with discussions.</p> <p>F Laing advised the Locality Partnership that because of Covid a network of communication has been created via volunteers. There is now an opportunity when doing deliveries to speak to people who may be unaware of the work of the Locality Partnership who could have valid comments to take on board.</p> <p>A Sutton summarised the conversations and advised that the team will do two pieces of work:</p> <ol style="list-style-type: none"> 1. Capture today's discussion and design a proposal for the Arran Community that given them the opportunity to see where we have been, the work to date and to seek their approval for the some of the ongoing work which has emerged as priorities; and to identify additional areas the Locality Partnership could usefully focus on. 2. Take up offers from Arran CVS and Community Council to facilitate island-wide engagement. <p>It was agreed that a further update would be brought back to the June Locality Partnership Meeting.</p>	<p>C Norton</p> <p>B Calderwood</p> <p>J McGee A Hunter</p> <p>Noted</p> <p>A Sutton/M Rae</p> <p>J McGee</p>
<p>9</p>	<p>Grants</p> <p>L Forsyth advised the Locality Partnership that as a result of the COVID-19 pandemic, it has not been possible to hold the activities normally funded by the Elderly Grants budget because of the restrictions in place. Therefore, the Locality Partnership are asked to approve the carrying over the Elderly Grants budget from 2020/21 to 2021/22.</p> <p>The Locality Partnership confirmed that they were happy with this proposal.</p>	<p>Noted</p>
<p>10</p>	<p>Islands Officer</p> <p>A Sutton advised the Locality Partnership that Sarah Baird appointed as the Islands Officer. Sarah will work closely in partnership with North Ayrshire's island communities, businesses, and wider stakeholders to</p>	

	<p>develop and facilitate the delivery of 10-year island plans to support the recovery and renewal of Arran and Cumbrae.</p> <p>Sarah will also align with existing North Ayrshire teams as well as teams within HIE and Scottish Government, to support our islands.</p> <p>Sarah will be joining Locality Partnership meetings from June 2021.</p>	Noted
11.	<p>AOCB</p> <p>A Sutton advised that £350k over two-year period was allocated in the budget for outdoor and residential experiences. This will allow us to target young people, their families and community organisations. An update on ideas around this work will be brought to the June Locality Partnership meeting.</p> <p>I Staples highlighted that this a very exciting opportunity and will help enable teams to reach out to communities.</p> <p>The Chair asked B Calderwood if he could arrange for a link to the Community Council meeting to be forwarded to her as she is keen to attend.</p>	<p>Noted</p> <p>B Calderwood</p>

The meeting ended at 4.50 pm

Arran Community Investment Fund Update

Arran Youth Foundation Response

1. What has been delivered as a result of receiving CiF funding from Arran Locality Partnership?

- 8 sessions of counselling for young person
- One-to-one art psychotherapy sessions for various individuals
- Group sessions of art psychotherapy

2. How has this delivery made a difference?

Counselling made a big difference to the young person and allowed them to discuss issues they had never previously. Those who benefit from one-to-one or group art psychotherapy tell us it makes a significant positive impact on their mental health.

3. Is there any changes to delivery required for discussion and agreement from the Arran Locality Partnership?

No changes as yet and still feel able to deliver as planned. This may change if restrictions tighten up again but for now moving forward with delivery.

Arran High Response

1. What has been delivered as a result of receiving CiF funding from Arran Locality Partnership?

- Finalists in the Scottish Education Awards – Making a Difference Category for our work
- Finalists in the National Teaching Awards – Impact through Partnership Category
- Employment of an in residence art therapist
- Engagement of a Communication Specialist to support Speech and Language Therapy for the islands' children
- Engagement of a primary school counselling service to support those age 5-10
- Introduction of LIAM (Let's Talk Anxiety Management) by Ann Reid into primary and secondary
- Achievement of the LGBT Charter Mark Bronze for the campus led by the peer support group
- Establishment of Jump Start Healthy Weight Walking Group in the high school

- SHINE - School's health and wellbeing improvement research network. Original partnership school supporting and promoting research into health and wellbeing in schools.
- The operation of a Wellbeing Centre with two designated staff to run it on a day to day basis.
- Ongoing commitment to providing access to training for our senior students, staff and community members that support aims of promoting and supporting mental health and wellbeing. This has included Mental Health First Aid, ASK and ASIST, Solihull courses.
- 1Enhanced nurture for primary students five mornings a week
- Two nurture groups in secondary
- Safe space at lunchtime for all students
- SQA Nat 4 + 5 in Mental Health – this year we have started offering the SQA courses in mental health to our senior students with the aim over the next two years that the Nat 4 +5 will be made available to all students.
- Outside speakers – people in the community and from beyond, including famous sports people, coming in to the school to talk about their own mental health journey and run workshops for our students (in non covid times)
- Staff – staff mental health is important so provision of school counsellor service to support staff
- Sensory packs – every classroom has a sensory support pack for use by students including ear defenders, fidget toys, stress balls etc.

Our aims this year

- Rewriting and introduction of a new PSE programme along with the RHSP Resource 3-18 including training for all staff from Public Health Scotland. This will include the introduction of drop down option days twice a year to enable students to focus on an area that interests them including Peer listening, dementia awareness and first aid.
- Begin our partnership with Listen Well Scotland for p7-S6 to learn how to support each other, including train the trainers for the community and parents.
- A whole school approach, and the health and wellbeing of everyone within and beyond the school community to be considered.
- Consolidation of work from the last three years to ensure continuity and sustainability.
- Investigate and apply for the Nurturing Schools Award
- Place2Be – using the self-assessment tool to look at all aspects of the school and to check where we are in terms of promoting a 'Mentally Positive' school ethos.
- To continue new health and wellbeing working group, which could include learners, teachers, non-teaching staff and members from the wider community. This group should have responsibility for developing and establishing the vision into achievable actions with a clear vision across the school.

2. How has this delivery made a difference?

Our overarching aim is to offer first level support to all students on campus, and elsewhere on the island, to be proactive in the support, be responsive and individual, and reduce the need or necessity to refer off island in the first instance. Secondly, to increase access to hard to reach services such as speech and language services with the aim of increasing early intervention to support positive pathways in accessing education. Finally, to be responsive to need and to ensure every child feels wanted and respected by their peers and their school. Though we are at the start of the journey we have created bereavement boxes that experience loss, and are joining in partnership with Listen Well Scotland to actively teach peer listening and support skills from primary 7 upwards, including train the trainer for the upper school.

Looking inwards - a responsive approach:

- Review of focus each year to ensure relevance
- Student voice evaluated to ensure they are being consulted and have input
- Working with partners in the community to provide expertise, coherence and a community approach
- Providing a range of cultural, spiritual and physical experiences to all students
- Analysing the PASS results and responding to these
- Adaptability to the changing needs, current issues and new ideas
- Looking outwards: a proactive approach
- Seeking out and critically evaluating current research and recommendations
- Looking at best practice in other educational settings and beyond
- Active engagement in national training opportunities for our staff
- Seeking out additional funding to continue to fund opportunities for all

Looking forwards: an ambitious approach:

- Working in partnership with others on the island, including healthcare professionals, to provide a comprehensive support network for our young people
- Moving forward to become signatories to the Mental Health Charter with the Sport and Recreation Alliance
- Seek to provide sustainable access to professional services on island
- Conduct a comprehensive review of whole school policy, procedures and actions and to ensure health and wellbeing is rigorously monitored for each child and young person

3. Is there any changes to delivery required for discussion and agreement from the Arran Locality Partnership?

No changes.



Locality Partnership: Arran Locality Partnership

Date: 17th June 2021

Subject: *Plotted residential Development off of Kilbride Road, Lamlash, Isle of Arran*

Purpose: *Decide Street Name 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.

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

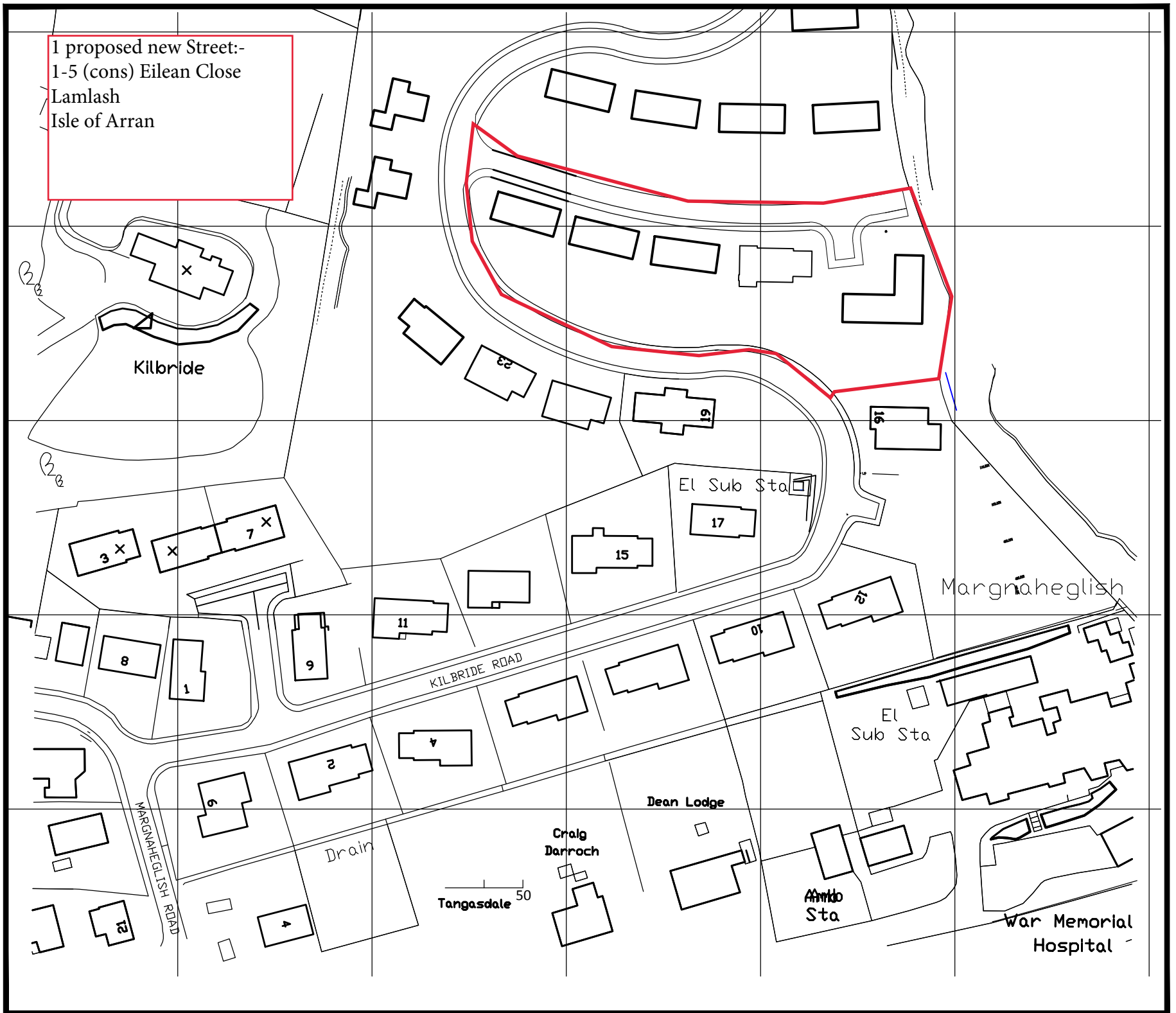
Choose new street name for the development.

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

Completed by: *Lisa Dempster and Kirsty Gee*


Date: 9th June 2021

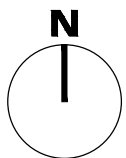
Suggestion	Source	Background	Planning Comment
Eilean Close	Developer	<p>Eilean was the original name for Lamlash bay. (Loch an Eilean). The developer thought it fitting as the houses, all over look Lamlash bay. The bay was used for a huge gathering of Viking ships prior to the battle of Largs, which when defeated signalled the end of Viking rule in the Western Isles.</p> <p>The name Margnaheglish has a Viking origin. (also on Arran there are; Brodick, Sannox, Pladda, Cleats, Merkland, Feorline, Ormidale, Chalmadale, Scorrodale, Dunfion and Largybeg all with Viking origins)</p>	<p>There are a few properties with the house name 'Eilean' on the Isle of Arran, however there are no full street names with this name in use. Therefore, Planning has no objection to the proposed street name suggestion.</p>



Location Plan as proposed

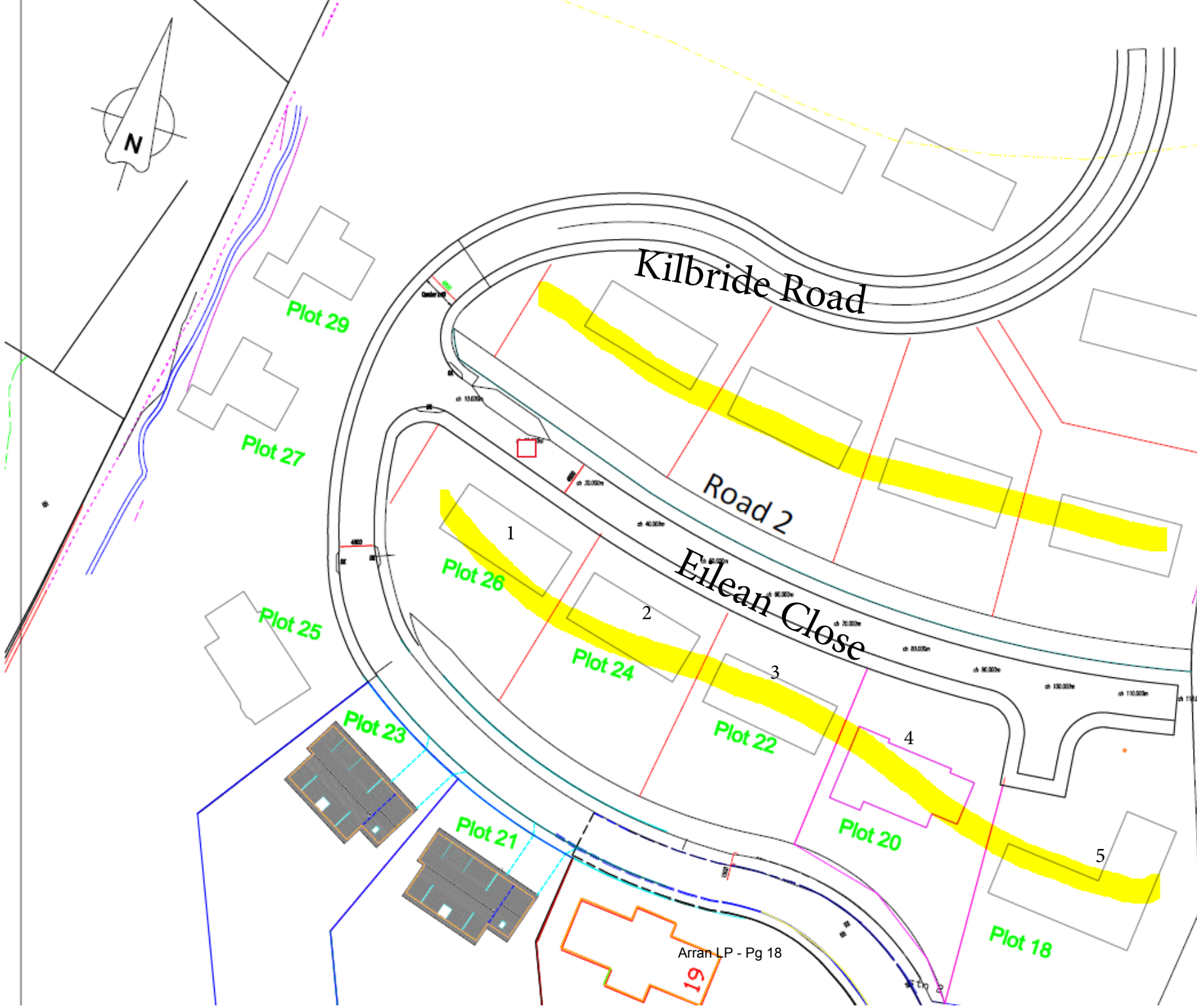
1:1250@A1

 Indicative of Application Boundary



Refer to planning application
 N-06-00302-PP for details of
 proposed road and plots.

1 proposed new Street:-
 1-5 (cons) Eilean Close
 Lamlash
 Isle of Arran



Arran LP - Pg 18

DATE	ISSUE	DESCRIPTION	BY	CHK

John Thomson Construction
 Lamlash
 Isle of Arran
 KA27 8NB
 TW 01770 800242
 AJohn@johnthomsonconstruction.co.uk

PROJECT Margnabeglah
 CLIENT John Thomson Construction
 LOCATION Lamlash, Isle of Arran

SCALE 1:250 ● A1 DRAWN AC CHECKED DATE 12-06-23
 DRG. TITLE DRG. No. REV
 Road Layout Plan RLP - 01



Locality Partnership: Arran

Date: 17 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 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	Torryyard 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	Girthill 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	Cumrae	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	Cumrae	Full Length	£15,000
Hastie Avenue	Cumrae	Full Length	£30,000
Woodlands Street	Cumrae	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

Structures Projects			
<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	6	9	13
2 – 25% - 50%	6	7	10	14
3 – 50% - 75%	7	8	11	15
4 – 75% - 100%	8	9	12	16

2. Importance / Accessibility

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

3. Public Liability Claims / Fault Reports / Complaints

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

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

4. Assistance to Other Priorities

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

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

Structure Name:
Date when the scoring is carried out:

Enter score based on the description in the following coloured cells

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

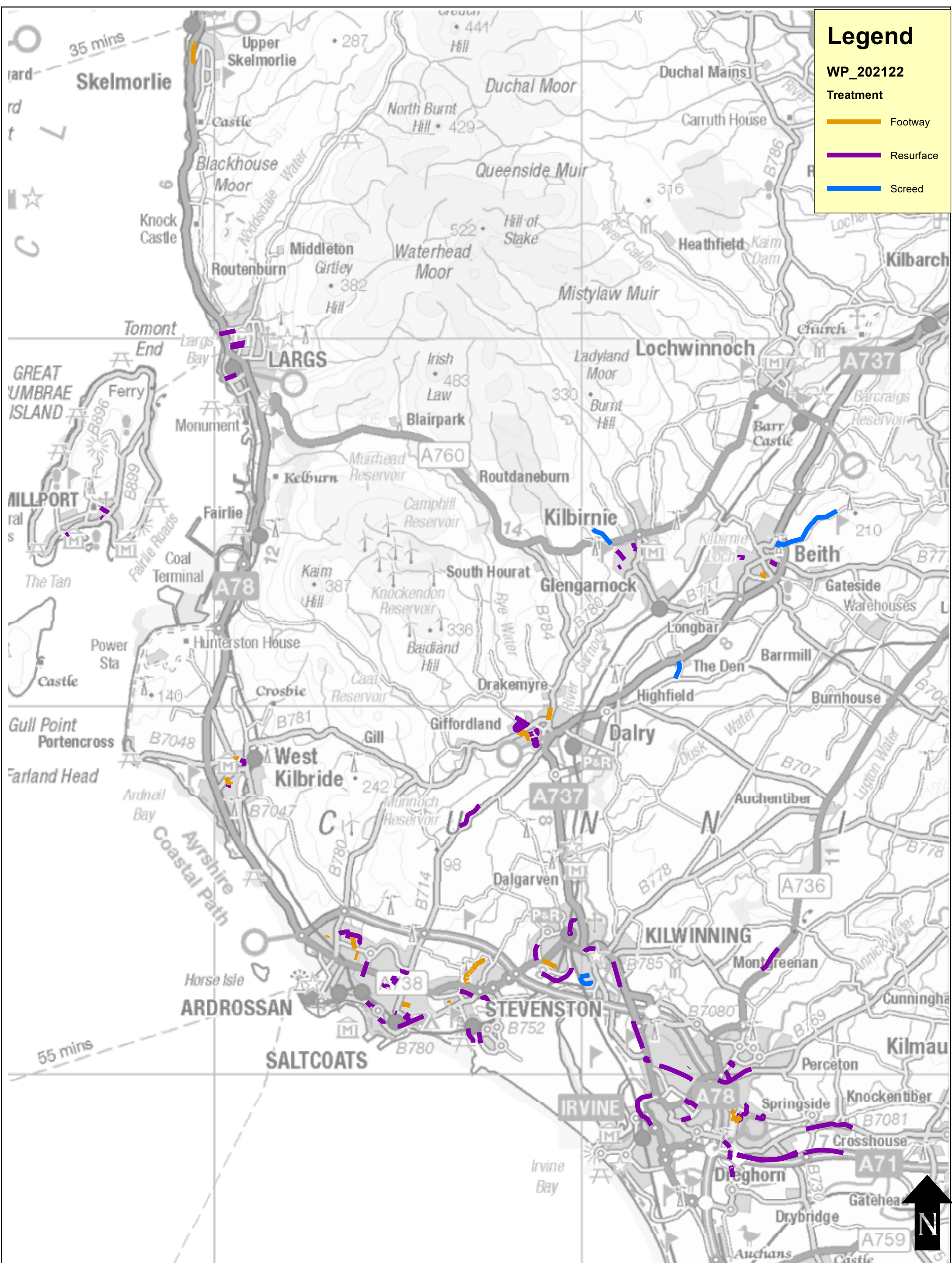
Note : Works are divided above into three sub categories as each work can be independent and each has its own significance in terms of attention required.

Legend

WP_202122

Treatment

- Footway
- Resurface
- Screed

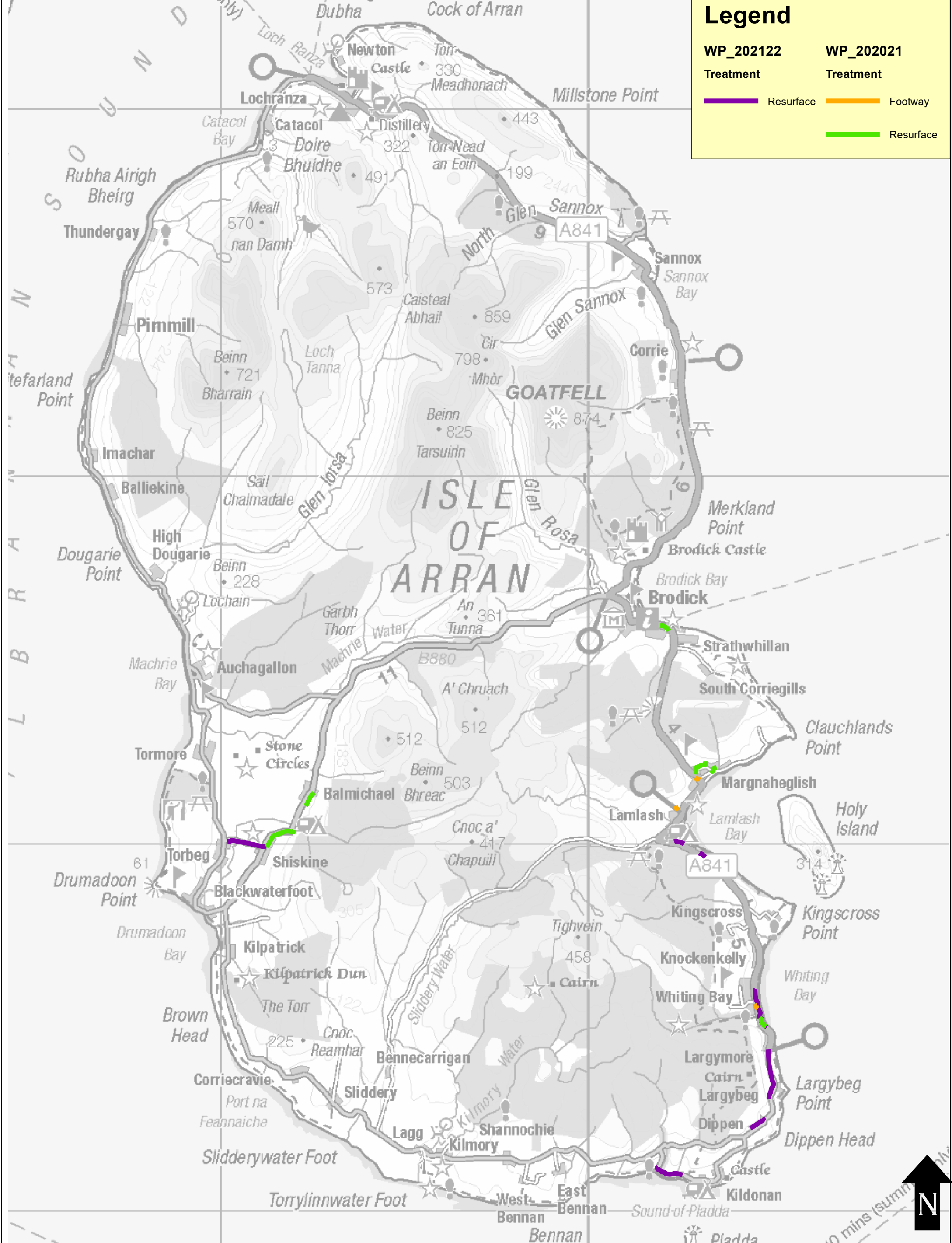


Title:
**Mainland Roads Programme
 2021 / 2022**

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



Legend

WP_202122	WP_202021
Treatment	Treatment
Resurface	Footway
	Resurface

Title:
Arran Roads Programme
 2021 / 2022

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Section:	Asset Management
Date:	22 Feb 2021
Scale:	1:90,000
Drawing No:	