



North Ayrshire
Community Planning Partnership

Arran Locality Partnership

Thursday 19 June 2025 at 4.45 p.m. Brodick Hall

BUSINESS

Item	Subject	Pg No	Ref	Officer	Ask of the Partnership
1.	Welcome, Apologies and Declarations of Interest.	-	-	Cllr Currie	
2.	Action Note Review the action note and deal with any outstanding items.	Pg 4	Enclosed	Lesley Forsyth	Is this an accurate record of the meeting. Have all actions been completed?
DECISION REQUIRED					5.00 – 5.10 pm
3.	Grants The Partnership are asked to consider the following grant applications: The Community Benefit Fund <ul style="list-style-type: none"> • Arran for Ardrossan Harbour • Lochranza Loos 	Pg 10	Enclosed	Lesley Forsyth	LP to consider two applications made to the Community Benefit Fund.
LOCAL MATTERS – TACKLING INEQUALITIES					5.10.– 6.10 pm
4.	Arran Assembly Receive update on recent event from Cllr Currie.	-	Verbal	Cllr Currie	Receive update following event.
5.	Islands Plan For discussion and direction on the work of the Arran Islands Plan.	-	Verbal	Sarah Baird Island Plan Leads	Discuss progress and how LP can further support this work.
6.	Health and Social Care Partnership Receive update from Ailsa Weir.	-	Verbal	Ailsa Weir	Receive update and discuss learning and partnership opportunities.
7.	KA Leisure For discussion and direction from the Locality Partnership on the work of KA Leisure.	-	Verbal	KA Leisure Rep	Discuss progress, learning and partnership opportunities.
8.	Education Overview For discussion and direction from the Locality Partnership on the work taking place across education establishments on the Island linking in with Locality Priorities.	-	Verbal	S Foster R Dobson J Worthington	Receive update and discuss learning and partnership opportunities.

9.	Police Scotland and Scottish Fire and Rescue - Wellbeing and Partnerships Officers to discuss with the Locality Partnership the key impact of wellbeing and partnership work being carried out by SFRS and Police Scotland on Arran.	-	Verbal	Lisa Thomson/Martin Spence	Discuss progress, learning and partnership opportunities
FORWARD PLANNING					6.10 – 6.30 pm
10.	Review of Locality Planning Receive overview on review of Locality Planning and discuss way forward.	-	Verbal	Jennifer McGee	Receive update and discuss new ways of working.
AOCB					6.30 – 6.45 pm
11.	AOCB	-	Verbal	Cllr Currie	LP to use this time to raise/discuss matters linking to the Locality, the LP priorities and tackling inequalities.
REPORTS FOR INFORMATION					
12.	<ul style="list-style-type: none"> Island Cost of Living Emergency Fund 1st Alliance Community Bank Roads, Structures and Street Lighting Maintenance Programme 2025/26. 	Pg 15 Pg 16 Pg 18	Enclosed	Cllr Currie	Report enclosed for information.

Distribution List

Elected Members

Councillor Charles Currie (**Chair**)

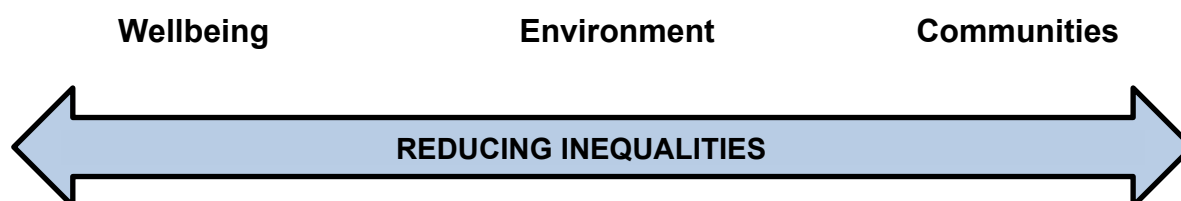
Community Representatives

Bill Calderwood, Arran Community Council
Sheila Gilmore, Community Island Plan Lead
Alastair Dobson, Business Island Plan Lead
Simon Ross-Gill, Environment, Island Plan Lead

CPP/Council Representatives

Vicki Yuill, Senior Lead Officer
Lesley Forsyth, Lead Officer
Ailsa Weir, NHS Ayrshire and Arran
Lisa Thomson, Police Scotland
Lesley Forsyth, North Ayrshire Council
Anne-Marie Hunter, North Ayrshire Council
Carol Norton, Arran CVS
Martin Spence, Scottish Fire and Rescue
Susan Foster, Head Teacher
Judi Worthington, Argyll College

Arran Locality Partnership Priorities



Arran Locality Partnership – Community Investment Fund	
The Arran Locality Partnership CIF allocation to date:	£194,000
Funded Projects	Total Funding Awarded
Arran Youth Foundation and Arran High Joint Bid - Young People's Mental Health	£45,226
Arran Geo Park	£79, 853
Remaining CIF Balance	£68,921

Meeting:		Arran Locality Partnership
Date/Venue:		Thursday 27 March 2025 at 5.00 pm on Microsoft Teams
Present:		Councillor Charles Currie (Chair) Lesley Forsyth, Senior Manager Information and Culture (Lead Officer) Bill Calderwood, Arran Community Council Alistair Dobson, Island Plan Lead for Economy Sheila Gilmore, Islands Plan Lead for Community Inspector Lisa Thomson, Police Scotland Ross Dobson Active Schools Co-ordinator Susan Foster – Head Teacher Carol Norton, Arran CVS
In Attendance		Graeme Johnstone, Arran Youth Foundation Laura Potter, Childcare Development Officer Scott Robertson, KA Leisure Tom Young Arran Community Council Jennifer McGee, Policy & Community Planning Officer (Notes)
Apologies:		Vicki Yuill, Chief Executive Officer, Arran CVS (Senior Lead Officer) Judi Worthington, Argyll College Sarah Baird, Senior Officer (Islands) Scott Morrison, KA Leisure Ailsa Weir, NHS Ayrshire & Arran
ACTIONS		
No.	Action	Responsible
1.	Welcome/Apologies/Declarations of Interest The Chair welcomed everyone to the meeting, introductions were made and apologies for absence were noted.	
2.	Action Note The action note arising from the meeting held on 5 December 2024 was approved. L Forsyth advised the Partnership that the Funding Team have been in touch with Arran Dogs to look at alternative funding options.	Noted
3.	Youth Engagement G Johnstone provided the Partnership with an update on youth work on the Island: <ul style="list-style-type: none"> • Provided an overview of summer activities • Youth centre is based at the back of the high school, which is a centralised social hub for the young people on the island. • Fundraising group which is a committee of 20/25 young people fundraising for their own group and have a target of £3200 by the 	

	<p>summer currently their fundraising efforts are at £2000 which is great.</p> <ul style="list-style-type: none"> • Girls football team coached twice per week which has been hugely popular. • Multisport group has been a great opportunity to support P7 transition to the high school. • Friday night youth club continues to be popular. • Provide free health food for young people through the week. Using the fruit and veg to make soup and smoothies. • Supporting with addictions and mental health by providing therapy. <p>G Johnston also highlighted that the current youth centre is owned by North Ayrshire Council and AYF has been the tenants since 2008. AYF previously looked at a community asset transfer for the building, however now working with the Council to look at funding for a new centre. Feasibility study carried out and presented to the AYF committee and the Council in November 2024.</p> <p>S Gilmore enquired regarding the site and ownership. G Johnstone advised that the study is based on the current site and if successful would be Council owned.</p> <p>C Norton enquired regarding potential new building being a shared resource. G Johnstone advised that the proposal would be that it would be a community space out with the times it is used for youth activities. C Norton suggested meeting up to discuss further.</p> <p>L Forsyth advised that she arrange a meeting with G Johnstone Calum Couston from the Council's Regeneration Team and officers from within Connected Communities.</p> <p>The Chair thanked G Johnstone for his input.</p>	<p>C Norton</p> <p>L Forsyth</p>
4.	<p>Rural Island Childcare</p> <p>L Potter provided the Partnership with an update on rural childcare and school age childcare. In North Ayrshire there is a focus on Arran, Cumbrae, North Coast, and Garnock Valley.</p> <p>L Potter has been working with the Arran Skills Group to look at the challenges around childcare on the Island. L Potter highlighted:</p> <ul style="list-style-type: none"> • A survey conducted by Arran CVS received 53 responses representing 97 children, highlighting significant childcare challenges • Lack of childcare is impacting job opportunities, preventing people from moving to the island, and causing some to delay starting families¹ • The Scottish Childminding Association's Scotland Childminding Future programme, funded by the Scottish Government, aims to recruit new childminders in rural areas. North Ayrshire is 	

	<p>providing additional funding to support potential childminders through the registration process</p> <ul style="list-style-type: none"> • The programme emphasises the need for both pre-school and school-age childcare, addressing various family needs • The Highland and Islands regional economic partnership childcare subgroup is exploring potential changes to childcare models that could benefit rural and island communities. <p>These efforts aim to address the critical shortage of childcare options in rural and island areas, which has been identified as a significant barrier to economic development and community sustainability.</p> <p>Sheridan from Arran CVS has issued a survey and will sharing the analysis in due course.</p> <p>L Forsyth advised that there is a leaflet of information that will be available which she will share with the Partnership in due course. L Forsyth encouraged the Partnership to share information through their networks to reach potential childminders.</p> <p>The Chair thanked L Potter for her input.</p>	<p>Noted</p> <p>L Forsyth</p>
5.	<p>Island Plan</p> <p>The Chair highlighted the update report submitted by Sarah Baird which was included within the meeting papers.</p> <p>A Dobson provided an update on the work of the Economy strand of the Island Plan:</p> <ul style="list-style-type: none"> • NetZero accelerator helping business to identify ways to become more carbon friendly. • Digital Group works across the whole Island Plan Steering Group, have developed a small website to pull together the project on Arran. A Dobson encouraged the Partnership to share any projects that can be included. • A Dobson will now be attending the Highland and Island Regional Partnership. • Event taking place next week around Island Economies taking place at the Scottish Parliament. <p>S Gilmore provided an update on the work of the Communities strand of the Island Plan:</p> <ul style="list-style-type: none"> • Developed a Communications Plan which is still in discussion • Group are responsible for sharing surveys etc to inform the needs of the island • UNESCO Status will be confirmed in April 2025. <p>The Chair thanked A Dobson and S Gilmore for their inputs.</p>	<p>Noted</p>
6.	<p>Health and Social Care Partnership Locality Planning</p>	

	Apologies were received from A Weir. Update to be provided at a future meeting.	Noted
7.	<p>KA Leisure</p> <p>S Robertson provide the Partnership with an update on the work of KA Leisure on the island:</p> <ul style="list-style-type: none"> • Funding has been received for Brodick Tennis Court, work will commence in April and aim to be completed by June. • Supporting group to reopen the bowling club in Brodick. • Weekly classes with young people nursery age to S1 continues. Some of the Coaches have been developed via the Active Schools NASA programme. • Arran Community Sport hub is now open 5 days per week (Monday – Friday) and has 2 members of staff. • Team will be supporting the Free For All Event in April on the Island providing free health check to attendees. • Supporting with Easter Camps. <p>S Gilmore enquired regarding the putting green in Brodick and who to contact. S Robertson advised that KA Leisure currently in process of handing back to North Ayrshire Council. L Forsyth highlighted that anyone interested should contact the Council's Estates Team.</p> <p>The Chair thanked S Robertson for his input.</p>	Noted
8.	<p>Education Overview</p> <p>S Foster provided an update in relation to the education establishment on the Island:</p> <ul style="list-style-type: none"> • Supporting senior school students as they prepare for exams scheduled to take place following the Easter break. • Building a strong working relationship with the newly appointed Primary Head Teacher. • Continuing collaborative efforts with partners on the island to achieve shared goals. • S Foster also advised that she will be retiring in June 2025 <p>Active Schools</p> <p>R Dobson provided the Partnership with an update on the work Active Schools on the Island:</p> <ul style="list-style-type: none"> • Events and tournaments – including netball, football, rugby, swimming, cross country and shinty. • Extra-curricular Club provision – 18 active clubs available free of charge. Arran High achieved a 70% participation rate for Term 1 and 2, the highest among secondary schools in Scotland. • Easter Holiday Provision – multi sports, football camp, gymnastics camp, dance camp will be available during Easter break. 	

	<ul style="list-style-type: none"> • North Ayrshire Sports Academy – Senior pupils delivering activities to primary schools and undertaking SQA Leadership award. • Active Girls Committee – 60 P1-7 girls involved. • Small School Virtual Challenge – all island primary schools participated. • Orienteering Club Lamlash Primary – Looking to expand delivery to more schools after Easter. • Arran High Mountain Bike Club – 4 community volunteers leading weekly session for all high school students. • Outdoor Adventure Programme – provision available to primary students from August to October 2025. <p>The Chair thanked S Foster and R Dobson for their input and commented that it is great to see the opportunities available for young people on the Island.</p>	Noted
8.	<p>Police Scotland</p> <p>L Thomson introduced herself to the Partnership as the new Locality Inspector who has been in post for 2 weeks. L Thomson provided the Partnership with the following update:</p> <ul style="list-style-type: none"> • Interviews have been conducted for the summer secondees, and four officers will be stationed on the island starting in May for the summer. • L Thomson plans to visit the Island in the coming months to engage with local communities. • Early intervention and Prevention Officer is expected to visit the Island soon to address issues related to vaping and scams. • The island's Police team has delivered talks on scamming to community groups on Arran. They also participated in primary school career days, with one school requesting a live investigation activity for students. • "Fit to Drive" event is scheduled for autumn, feedback from previous event suggests rebranding is needed to encourage community participation, L Thomson welcomed any suggestions. <p>C. Norton suggested that the upcoming Free for All event in April could provide a valuable platform for some community engagement. L Thomson undertook to speak with the Locality Team regarding this.</p> <p>The Chair thanked L Thomson for her update.</p>	Noted
10.	<p>Community Spaces</p> <p>C Norton highlighted that it was recently announced that Lamlash Church Hall would be closing and will be a huge loss to the community of Lamlash as it hosts various community activities, including social gatherings, fitness and well-being classes, music, crafts, children's activities, and support services.</p>	

	<p>C Norton enquired whether there was any potential to collaborate with the high school to provide better access for community groups during the day.</p> <p>S Foster highlighted that during school hours all spaces are used, there is also the issue of safeguarding and ensuring young people are safe. S Foster advised that she is happy to meet with C Norton to discuss further.</p> <p>The Chair thanked C Norton for her input.</p>	C Norton/S Foster
11.	<p>AOCB</p> <p>Free For All Community event</p> <p>C Norton advised the Partnership that the Arran CVS Free For All Event would be taking place on Saturday 26 April at Arran High from 11am – 2pm. The event will bring together local services, community groups and the public in a free event showcasing free taster sessions and activities available on Arran. Organisations can secure their space at the event by signing up via the Arran CVS website – Free For All Event.</p> <p>Review of Locality Planning</p> <p>J McGee advised that a review of Locality Planning has been underway over the year following the 2024 Locality Partnership survey. Key themes for the review are:</p> <ul style="list-style-type: none"> • Strengthening LP membership and support. • Refreshing meeting formats to focus on action. • Centring activities around the Locality Plan, with the Island Plan as a core component. <p>A report will go to the Council's Cabinet in May 2025. The Chair highlighted that feedback would be welcomed by the Partnership.</p> <p>Arran Events</p> <p>J McGee advised that a time bound application from Arran Events has been received by the Council's funding team and that this would be circulated to the Partnership for decision by email.</p> <p>.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>

The meeting ended at: 6.35 pm



Locality Partnership: Arran Locality

Date: 19 June 2025

Subject: To advise the meeting of applications received in respect of the Community Benefit Fund.

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

Background:

- The Community Benefit Fund has a balance of **£8,800.25** available for disbursement to Arran projects.

Key Points for Locality Partnership

- Consideration to be given to the applications at Appendix 1 of this report

Action Required by Locality Partnership

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

The Community Benefit Fund

- Arran for Ardrossan Harbour - £1,000
- Lochranza Loos - £585

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

Completed by: *Sharon Fleming, Grants & Performance Officer, Connected Communities (sharonfleming@north-ayrshire.gov.uk)*

Date: 7 May 2025

APPENDIX 1

ARRAN COMMUNITY BENEFIT FUND

Officers Report

Applicant: Arran for Ardrossan Harbour

Description of Applicant Organisation:

Number of Members: 4	Established: 8 February 2025
Meeting Place: Teams	Date of Visit: 1 May 2025 at 2pm
<p>Description of the Project: Campaign to secure Ardrossan as the designated port of destination for the Arran ferry service</p> <p>Background: The campaign aims to ensure the government upgrades Ardrossan Harbour as promised, allowing the Glen Sannox ferry to operate from there. This would lead to reduced fuel consumption and eliminate the need for diesel shuttle buses currently used at Troon. This would also increase the footfall in travel from Ardrossan to Brodick boosting the economy back into Ardrossan and North Ayrshire.</p> <p>Project for Funding: To cover campaigning costs, including photocopying, leaflets, banners, posters, and hiring halls for meetings.</p>	

Funding

<p>Amount requested: £1000</p> <p>Banner - £80.00</p> <p>Car Stickers - £260.00</p> <p>Hall Hire - £291.60</p> <p>Coach Hire - £690.00</p> <p>Total cost of project: £1321.60</p>	Contribution by Group: £321.60
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Arran Community Benefit Fund Criteria

Charitable	x	Educational	
Community	x	Environmental	
Renewable Energy		Energy Efficiency	x
Sustainable Development	x	General Community Amenity	x
<p>Level of environmental enhancement: Aims for significant enhancement by reducing ferry fuel consumption and eliminating polluting diesel shuttle buses.</p>			
<p>Level of community involvement: High, benefiting a large population, involving local donations, holding meetings, and affiliating with another community group.</p>			
<p>Level of funding secured or available: £285 secured via local donations. No other funding has been applied for.</p>			

Experience of group to deliver project: The group is recently established but is affiliated with 'Save Ardrossan Harbour', which has prior grant experience. The group have submitted necessary organisational documents.

Future sustainability of project: The project has a defined end date (15/08/2027). Its long-term success is measured by increased transport capacity to Arran and depends on achieving the campaign's primary goal.

Location of Project: The project primarily benefits the Isle of Arran.

Officer Details

Name:	Sharon Fleming	Position:	Grants & Performance Officer
Date: 7 May 2025			

ARRAN COMMUNITY BENEFIT FUND

Officers Report

Applicant: Lochranza Loos

Description of Applicant:

Number of Members: n/a	Established: August 2017
Meeting Place: Teams	Date of Visit: 27/03/25 at 2pm
<p>Description of the Project: Renovation and repair of the existing public toilet facilities. Funding is specifically requested to cover project management costs for the remainder of the project.</p> <p>Background: Lochranza Loos is a Scottish Charity responsible for the public toilet facilities in Lochranza, Isle of Arran. Its aims are to ensure that the toilets remain open for the public, and that the historic building remains in good working order and true to its character. Lochranza is a popular tourist destination and there are many businesses, charities and local organisations which rely on the services provided by Lochranza Loos as well as walkers, cyclists and other visitors. Lochranza gets a high number of visitors not only as a tourist destination, but by people using the ferry services which depart and arrive in the village throughout the year. It does not have any employees, instead functioning through the efforts of a group of dedicated volunteers.</p> <p>Project for Funding: Project management costs for the remainder of the renovation and repair project of the public toilet facilities.</p>	

Funding

Amount requested: £585.00	Contribution by Group: Nil
Total cost of project: £33,696.64	

Arran Community Benefit Fund Criteria

Charitable	x	Educational	
Community	x	Environmental	x
Renewable Energy		Energy Efficiency	
Sustainable Development	x	General Community Amenity	x
<p>Level of environmental enhancement: Project will enhance the environment by ensuring the public toilet facilities remain open and in good working order for the benefit of the community and visitors.</p>			

Level of community involvement: The project will benefit the local community by providing essential public toilet facilities, supporting local businesses, groups, services, walkers, cyclists and visitors. All charity members and volunteers are local and involved in planning. Furthermore, support has been offered by the local CLC Lochranza Centre, the community hub, and the distillery.

Level of funding secured or available: The applicant has secured funding from the Island Pit Stops Fund for the capital works.

Experience of group to deliver project: The project is overseen by the trustees of Lochranza Loos. A monthly record of hours worked is sent to the board detailing hours worked and tasks completed. This is then used in conjunction with regular updates from the project manager to assess work completed.

Future sustainability of project: The ongoing operation of Lochranza Loos, including the maintenance of the toilets and the administration of the organisation, is funded through the Lochranza Loos Treasurers Account. The long-term plan continues the model used since taking over from the council in 2017, relying solely on public donations for maintenance and operation.

Location of Project: Lochranza, Isle of Arran

Officer Details

Name:	Sharon Fleming	Position:	Grants & Performance Officer
Date: 29 April 2025			

Islands Cost of Living Crisis Emergency Fund

The **Islands Cost of Living Emergency Fund** is a fund from the Scottish Government administered by Arran CVS on behalf of North Ayrshire Council. The purpose of the fund is to provide small grants to residents of **Arran and Cumbrae** in financial crisis.

This fund promotes a cash-first (and/or voucher) response in line with Scottish Government's [Draft Plan](#) to end foodbanks. However, depending on the item required, if web-links are provided these products could be bought by Arran CVS for delivery directly to the applicant.

Applications to this fund are treated in the strictest of confidence.

The fund is specifically for **individuals or families (no age barrier)** experiencing hardship.

Examples of the items cash payments or vouchers can cover include:

- Food/essential items
- Energy costs
- Phone/internet costs
- Warm clothing
- Essential transport or travel costs
- Essential home repairs
- Other essentials that you can show are needed by the people you support

There are no maximum or minimum awards. The amount is dependent on circumstances & at the discretion of the decision-making panel.

Applications will be made by referral from:

- Health (inc. District Nursing team, CMHT, & AMG staff)
- Community Link Worker
- Social Care & Dementia staff
- Social Work
- Education
- Youth Work
- Community organisations

As part of a response through the **Emergency Island Cost of Living Fund** a new Arran based role (also offering support to Cumbrae) has been supported to help build financial resilience in individuals.

The 3 day a week role will be rooted within the **Arran CVS** team but employed by **1st Alliance Community Bank**. A new working partnership agreement has been created for both organisations.

However, this will see the employee working mostly out and about in the community supporting people with ethical lending for anyone in need, so long as they commit to saving, an action plan would be created to build their financial resilience and empower them. So, this is about borrowing, budget and saving education. This in turn increases the membership of the 1st Alliance Community Bank.

As part of this approach, they will also engage with businesses to increase uptake of a savings plan for employees which sees a saving amount, selected by the person, come off the top line, before tax, thus putting money back in the pocket of employees. This is something the team at Arran CVS have all been part of since December, on a voluntary basis, and we are all individually feeling the financial benefits from the savings.

Mairi Inglis admin and befriending co-ordinator said, *“This is a really easy way to help regularly save money and the tax allowance is an added bonus. I am now saving to go on holiday next year!”*

This post is entirely different to that of the income advisor, based in the medical practice who offers benefit maximisation and debt advice. As part of a wider team approach, one can refer into the other and work together, as could Arran CVS for anyone seeking hardship fund. There is also scope to work with the Community Link orker and Turning Point worker.

The advert is now active for the post and once the new employee has completed full training, they will also be **looking to engage actively with employers and businesses** to demonstrate how simple it is to sign up to the saving programme and promote it to their employees as a benefit.

The responsibility of the employee will be more fully outlined in their individual employment contract, but the purpose of clarity their employment is to;

- Actively promote and raise awareness of the benefits of 1st Alliance Community Bank's services to island residents on **Arran and Cumbrae**.
- Actively promote and raise awareness of the benefits of 1st Alliance Community Bank's services to businesses and organisations on Arran and Cumbrae in order to support their employees.
- Increase membership of 1st Alliance Community Bank's on Arran and Cumbrae.
- Increase participation in 1st Alliance Community Bank's savings plans on Arran and Cumbrae.
- Work closely with other agencies and team members to share and receive information on services and local knowledge which will benefit and enhance the above activities.

Locality Partnership

Subject: Roads, Structures and Street Lighting Maintenance Programme 2025/26

Purpose: To advise the Locality Partnership of the Roads, Structures and Street Lighting Maintenance Programme for 2025/26.

1. Introduction

- 1.1 North Ayrshire Council has a statutory obligation under the Roads (Scotland) Act 1984 to manage and maintain its public road network. The adopted road network within North Ayrshire has a total length of 1051km. The core roads assets are currently estimated at a value of approximately £1.7billion.
- 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.

2. 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 Highway's 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.

3. Proposals

- 3.1 North Ayrshire Council's roads are the Council's largest community asset and play a vital role in supporting the local and wider economy by facilitating the

movement of people, goods and services and connecting people with economic and social opportunities.

- 3.2 The proposed Roads, Structures and Street Lighting Maintenance Programme for 2025/26 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 RCI has been improving in recent years and although it saw a decline to 34.8% (published 2023 figure) it has improved again to 32.5% (published 2024 figure).
- 3.4 The estimated carriageway maintenance backlog figure for North Ayrshire is currently £38.5 million. The 'steady state' figure for maintaining our roads at present condition is £5.5m per year. The capital budget supported by revenue funding is £4.3m for 2025/26. At the Council's budget setting meeting on 26 February 2025 a further £1m was allocated to road maintenance providing a budget this year of £5.3m.
- 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 £1m to address a 'steady state' position of maintaining our lighting at present annualised depreciation rate.
- 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 and the results of the inspections are used to inform work programmes. The results of the inspections are input into a Structures database which is then used to calculate an average Bridge Structure Condition Index (BSClav) based on the total number of assets. The BSClav is currently 83.11 (2023/24 figure) which is within the 'good' classification of 80 to 90. The allocated capital budget of £560,000 is supported by a small carryover from 2023/24 giving a total of £675,000.
- 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 structures for inclusion in the Structures Maintenance Programme is attached in Appendix 3.

4. Conclusion

- 4.1 The Roads Maintenance Programme 2025/26, which was approved by North Ayrshire Council's Cabinet on 18 March 2025, is attached in Appendix 1a and 1b. The Programme is based on approved Revenue and Capital budgets including additional £1m which will be funded from approved capital infrastructure investment.
- 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 The assessment matrix used for scoring and ranking structures for inclusion in the Structures Maintenance Programme is attached in Appendix 3.

5. Recommendation

- 5.1 That the Locality Planning Partnership notes the approach taken to determining the Roads, Structures and Street Lighting Maintenance Programme.
- 5.2 That Locality Planning Partnership notes the Roads, Structures and Street Lighting Programme for 2025/26, as shown at Appendix 1a and 1b.

Name: Susan Macfadyen.

Designation: Senior Manager (Roads Network), Neighbourhood Services

Date: 07 May 2025

MAINLAND ROADS PROGRAMME 2025 - 2026

Carriageway Resurfacing			
Street	Town	Location	Estimate Cost
B780	Ardrossan	From resurfacing at Busbie Reservoir for approx 1km	£170,000
B780 Glasgow Street	Ardrossan	Including Princes Street junction	£185,000
A736	Beith	South of Biggart Farm to EAC boundary	£120,000
Hawthorn Crescent / Chestnut Avenue	Beith	Dalry Road to Myrtle Bank	£42,500
B777	Beith	Previous surfacing to B775	£150,000
Douglas Avenue	Dalry	Baidland to Blair Road	£35,000
Main Street	Dalry	Full Length	£28,000
Southannan Road	Fairlie	Full length	£35,000
B777 Main Street	Gateside	Including adjustments to traffic calming, footway improvements and patching	£65,000
Jermond Drive	Irvine	Full Length Including Bell Crescent junction	£62,500
Ravenscroft	Irvine	Livingstone Terrace to new surface	£20,000
Smith Avenue	Irvine	Full length	£15,000
Bruce Terrace	Irvine	Full length	£35,000
A737 Ayr Road	Irvine	Sainsbury to Carson Drive	£110,000
B7080 Long Drive	Irvine	Hill Roundabout to Stanecastle Roundabout, including Hill Roundabout	£245,000
Livingstone Terrace	Irvine	Fleming Terrace to Beaton Terrace	£60,000
Marine Drive	Irvine	Gailes hotel to the Three Stanes Roundabout	£72,500
Portland Avenue	Irvine	Portland Road to MKM	£50,000
Mackintosh Place	Irvine	Full length (include from Annick Road to Industrial estate)	£180,000
Birkscairn Way	Irvine	Full length	£45,000
Kerr Drive	Irvine	Full length	£42,500
Thornhouse Avenue	Irvine	Full length	£75,000
A71	Irvine	Milgarholm Roundabout (including approach from Merryvale)	£90,000
A736	Irvine	Anti skid to EAC boundary near Torranyard	£55,000
Middleton Park	Irvine	To junction with Lomond Way, include junction at Nevis Way	£23,000
Shewalton Road	Irvine	From Shewalton Roundabout towards Drybridge	£95,000
Sillars Meadow	Irvine	Full Length	£72,000
A760	Kilbirnie	Cochrane Street to new surface past Geirston Junction	£135,000
Garnock Street	Kilbirnie	Full length	£20,000
Paduff Place	Kilbirnie	Full length	£25,000
Bathville	Kilbirnie	Between numbers 2 and 8	£10,000
Ladysmith Road	Kilbirnie	Avils Place to Bathville	£17,000
Briery Court	Kilbirnie	Dalry Road to no.3	£18,000
B785 Fergushill Road	Kilwinning	Moncur to Parkhead Avenue	£70,000
Prestonfield Avenue	Kilwinning	Include junctions at Annanhill to track, Gullane and Nairn	£65,000
Fergushill Service Road	Kilwinning	Numbers 85 to 113	£25,000
Parkhead Avenue	Kilwinning	Full length	£30,000
Machrie Place	Kilwinning	Full Length	£58,000
Glen Avenue	Largs	Number 185 to 66 including cul-de-sacs	£65,000
Queens Avenue	Largs	Full length	£30,000
Woodcroft Avenue	Largs	include Eastern Ave from The Roundel to Woodcroft	£65,000
Hamilton Drive	Largs	Full Length	£18,000
Lovat Street	Largs	Full Length	£34,000
B896 Glasgow Street	Millport	From joint at College Street to number 3 Kelburn Street	£155,000
Craig-En-Ros Road	Millport	George Street to Number 5	£27,500
Craig Street	Millport	Full length	£11,000
B896	Millport	North section of the Island	£159,000
Prospecthill Road	Saltcoats	Full length	£30,000
Ivanhoe Drive	Saltcoats	Dalry Road to joint near Duguid Place	£40,000
Gilfillan Avenue	Saltcoats	Full length	£20,000
McKinnon Place / New England Road	Saltcoats	Included half width Knox Place	£45,000
Sannox Drive	Saltcoats	Odd side	£50,000
B714 Dalry Road	Saltcoats	High Road to A78 (sections)	£87,000
Innes Park Road	Skelmorlie	Full length half panels as required	£40,000
Skelmorlie Castle Road	Skelmorlie	Halketburn to Sandybrae	£50,000
New Street	Stevenston	Afton Road to past Glencairn Primary School	£60,000
B7047 Chapelton Road	West Kilbride	Part length	£215,000
Barony Glebe / Manse Road	West Kilbride	Full length	£25,000
Overton Crescent	West Kilbride	Junction Area and half width to R2	£10,000
Bowfield Road	West Kilbride	For approx 50m from surfacing at Yerton Brae	£107,500
Corse Street	West Kilbride	Junction with Halfway Street	£25,000
Ardneil Avenue	West Kilbride	Full Length	£21,000
			£4,041,000
Carriageway Screeding			
Street	Town	Location	Estimate Cost
C69 Greenhills	Barrmill	End of new surface south of Borestone Jct to C68 Nettlehurst Jct	£45,500
C5 Barrmill	Barrmill	B706 to Gatehead Farm (3 sections)	£40,500
C67 Geilsland Road	Beith	A737 to rear of old school (2 sections)	£25,000
U7 Bigholm / Threepwood Road	Beith	A737 to new surface just round corner after Woodlands Cottage	£55,500
U43 Meadowside	Beith	Auchengree Road to end (Sections)	£42,000
U42 Lugton Ridge	Burnhouse	Mid Lugton Ridge to High Lugton Ridge	£31,000
C87	Kilwinning	Meadowpark Roundabout to Gateside Farm (Sections)	£45,500
C109	Kilwinning	Auchenskeith Farm	£25,500
Routenburn Road	Largs	After Routenburn farm (between the two nearer sections)	£22,000
Skelmorlie Castle Road (Rural Section)	Largs	Camcor Cottage	£12,500
Inner Circle	Millport	Various Sections	£155,000
			£500,000

Footway Resurfacing			
Street	Town	Location	Estimate Cost
Beech Avenue	Beith	Both sides full length	£92,500
Castlepark Footpaths	Irvine	To be confirmed	£70,000
Holmhead	Kilbirnie	Numbers 13 to 49	£25,000
Gateside Street	Largs	Aitken Street to car park	£10,000
Remote Footpath	Millport	Howard Street to Bute Terrace	£18,000
Canal Street	Saltcoats	Robertson Cresent to Old Railway bridge	£5,000
Hamilton Street	Saltcoats	Even side numbers 36 to 72 / Odd side to be determined	£25,000
Lochlee Place	Stevenston	Both sides full length	£4,500
			£250,000

Structures Projects			
Structure	Road	Project	Estimate Cost
Lynn Drive Footbridge, Kilbirnie	Lynn Drive	Steel repairs and repainting	£90,000
Kirkland Road F/B No. 2, Glengarnock	B777	Repairs to concrete slab, beam repainting and parapet upgrade	£80,000
Threadmill Bridge	C99	Replacement/ Strengthening	£180,000
Carsehead Bridge	B714	General Repairs	£35,000
Barrie Terrace, Ardrossan	Barrie Terrace	Strengthening design	£50,000
			£435,000

Lighting Deteriorated Infrastructure Replacements			
Area	Town	Project	Estimate Cost
Mackintosh Place	Irvine	LC/01/25 Mackintosh Place	£125,112
Gateside	Irvine	LC/02/25 Girdle Toll	£109,072
Lanfine Way			
Lammermuir Crt			
Moorfoot way			
Earncraig Green	Irvine	LC/03/25 Bourtreehill South	£214,936
Pentland Place			
Windlestraw Crt			
Whitehope Green			
Rockland Park	Largs	LC/04/25 Largs	£73,784
Walkerston Avenue			
Prospecthill Road	Saltcoats	LC/05/25 Saltcoats	£12,832
Seafield Ct			
Seafield Dr	Ardrossan	LC/06/25 Ardrossan South	£80,200
Stanley Dr			
Stanley Av			
Linn Road	Ardrossan	LC/07/25 Ardrossan West	£28,872
Moorpark Place	Stevenston	LC/08/25 Stevenston South	£70,576
Hillside St			
High Rd Service Rd			
Mayfield Cres			
Diddup Dr	Stevenston	LC/11/25 Stevenston North	£86,616
Mayville St			
Cunninghame Dr			
Column Structural Testing	Various	LC/10/25	£48,000
Lighting Deteriorated Column Replacements	Various	LC/09/25	£150,000
			£1,000,000

ARRAN ROADS PROGRAMME 2025 - 2026

Carriageway Resurfacing			
Street	Town	Location	Estimate Cost
		Timber Transport Match Funding (Locations to be agreed)	£55,000
A841	Corrie	Alderlea to Surface Dressing	£30,000
A841	Corrie	Bridge just prior to School to Tign-an-achaidh	£55,000
A841	Lochranza	Old Manse Access to Ferry Terminal	£50,000
C147 Lochranza to Catacol	Lochranza	Additional Section	£18,000
C147	Lochranza to Catacol	Auchnamara to Catacol sign	£70,000
Corriegills Road	Brodick	Various sections from A841 to Bridge after North Corriegills	£60,000
A841	Lamlash to Whiting Bay	Gortonallister from Birchgrove to beyond Spion Kop	£70,000
C147	Kildonan	From East of the East Kildonan Junction to Drimlabarra Junction (Sections)	£85,000
U86 Levencorroch	Kildonan	Continuation from previous scetion	£7,000
C147	Auchenhew	Northern Heights / Pladda to U86 Levencorroch (Sections) (Include bridge deck just after U86)	£91,000
C147	Eact Bennan	Knockandon to Shannochie House (Sections)	£91,000
Torrinn Terrace	Torrinn Terrace	C147 to end of houses heading towards church	£20,000
Park Terrace	Whiting Bay	A841 to Benlister Road (Sections)	£57,000
			£759,000

Structures Projects			
Structure	Road	Project	Estimate Cost
Bridge over Alt Mor	B880	General repairs	£120,000
Catacol Bridge	C147	Replacement feasibility study	£50,000
Culvert West of Ballymeanoch	C147	Retaining wall strengthening	£70,000
			£240,000

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. These condition scores, RCI data, road hierarchy information and priorities information as above are utilised through our electronic WDM Scheme Manager to target locations for improvement works in order to optimise investment.

Assessment Table

	CONDITION			
Extent	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 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 and resurfacing options such as screeding, resurfacing (inlay and overlay), 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. Costs for works can vary from the figures below depending on restricted working arrangements, traffic management required and the extent of preparatory works necessary to enable resurfacing. There is also an additional uplift for island working of up to 50% for works on Arran and Cumbrae.

Treatment Option Table

Treatment Option	Cost per Sqm 2023/24	Cost per Sqm 2024/25	% Change	Extension to life
Surface Dressing	£4.00	£4.32	8%	Up to 10 years
Screeding	£14.40	£15.00	4%	5 – 10 years
Inlay HRA	£26.00	£28.36	9%	Up to 20 years
Overlay <100mm	£33.00	£34.60	5%	Up to 20 years
Inlay 100mm	£38.00	£38.00	0%	Up to 20 years
Reconstruction 300mm	£165.00	£165.00	0%	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.

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.