

## EAST AYRSHIRE COUNCIL

CABINET 16 MARCH 2022

Report by the Depute Chief Executive

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**2022/23 ROADS ASSET MANAGEMENT PLAN.  
INVESTMENT AND PROGRAMME**

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**PURPOSE OF REPORT**

1. The purpose of the report is to advise Cabinet on the condition of the roads infrastructure, and to seek Cabinet approval for the 2022/23 programme for roads related works including carriageway and footway structural maintenance; street lighting; bridge strengthening; and traffic, transportation, road safety and Fleet.

**RECOMMENDATIONS**

2. It is recommended that Cabinet:
  - (i) notes the Road Condition Index (RCI) as set out in Table 1 and the predicted outcome on RCI if funding levels for carriageway resurfacing remain as currently budgeted - Table 3;
  - (ii) approves the re-profiling of the roads structural maintenance budget as stated in Table 4;
  - (iii) approves the 2022/2023 programme of schemes for carriageway and footway structural maintenance as listed in Appendix 2;
  - (iv) approves the 2022/2023 and future years' environmental improvement programme as listed in Appendix 2;
  - (v) approves the 2022/2023 programme of schemes for street lighting as listed in Appendix 2;
  - (vi) approves the 2022/2023 and future years' programme of schemes for Bridge Strengthening and Culvert works as listed in Appendix 3;
  - (vii) approves the 2022/2023 programme of schemes for Traffic, Transportation and Road Safety works as listed in Appendix 4;
  - (viii) otherwise, notes the contents of the report.

## **BACKGROUND**

3. On 23 February 2022, Cabinet approved the Roads and Transportation Capital Investment Programme included within the Building a Future East Ayrshire capital report that sets out the Council investment priorities over the next 10 years. The approved capital allocations are detailed in Appendix 1.
4. Programmes of work are reviewed and re-prioritised, with updated programmes brought forward for approval on an annual basis.
5. Elected Members, Community Councils and Community Action Plan Steering Groups were consulted in autumn 2021, requesting schemes to be considered for inclusion in the following year's programme.
6. The roads infrastructure is one of the most valuable Council assets and it is vital to the economic well-being and development of East Ayrshire. This infrastructure contributes significantly to the local economy and regeneration. The road asset is valued at £1.7 billion, with the carriageway alone valued at £1.2 billion.

## **MAIN ISSUES**

### **CONDITION OF THE ROAD NETWORK**

7. The Scottish Road Maintenance Condition Survey (SRMCS) commissioned by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of all Local Authorities in Scotland began in 2002. The surveys cover all local authority A class roads in both directions every two years; all B and C class roads in both directions every four years; and a 10% sample of unclassified roads in one direction every year. This allows a direct year-on-year comparison for the A class road network. The results exclude trunk roads within East Ayrshire.
  - The results of the survey are used to classify the road network into one of three categories
    - i. Green - roads are in a satisfactory condition
    - ii. Amber - roads requiring further investigation and/or monitoring.
    - iii. Red - roads where maintenance operations are likely to be required.
  - A Road Condition Index (RCI) is derived from two years' survey data and it is the sum of the red and amber categories. The RCI has been adopted as the Statutory Performance Indicator for the condition of the local road network and it is defined as "the percentage of the road network which should be considered for maintenance treatment". An increase in the figure indicates deterioration in road condition. The lower the value, the better the road condition.
  - Table 1 summarises the RCI results from the SRMCS over the last seven years and the budget allocated to Carriageway Structural Maintenance work

**Table 1: Road Condition Index 2014/16 – 2020/22**

<b>Two Year Condition</b>	<b>2014/16</b>	<b>2015/17</b>	<b>2016/18</b>	<b>2017/19</b>	<b>2018/20</b>	<b>2019/21</b>	<b>2020/22</b>
<b>Scottish Average</b>	36.7%	36.4%	36.7%	36.3%	35.8%	35.5%	34.2%
<b>East Ayrshire</b>	39.4%	39.1%	39.0%	38.4%	37.8%	36.8%	33.8%
<b>Ranking</b>	25	24	25	24	25	22	18
<b>Annual Budget</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>
<b>Carriageway Structural Maintenance Budget</b>	£2.000m	£2.000m	£2.000m	£5.000m**	£4.915m	£5.200m	£4.240m

\*\* Includes allowance for additional capital funding in 2018/19

Table 2 below shows the RCI for each category of road. It should be noted that the **A Class network is ranked as fourth best in Scotland.**

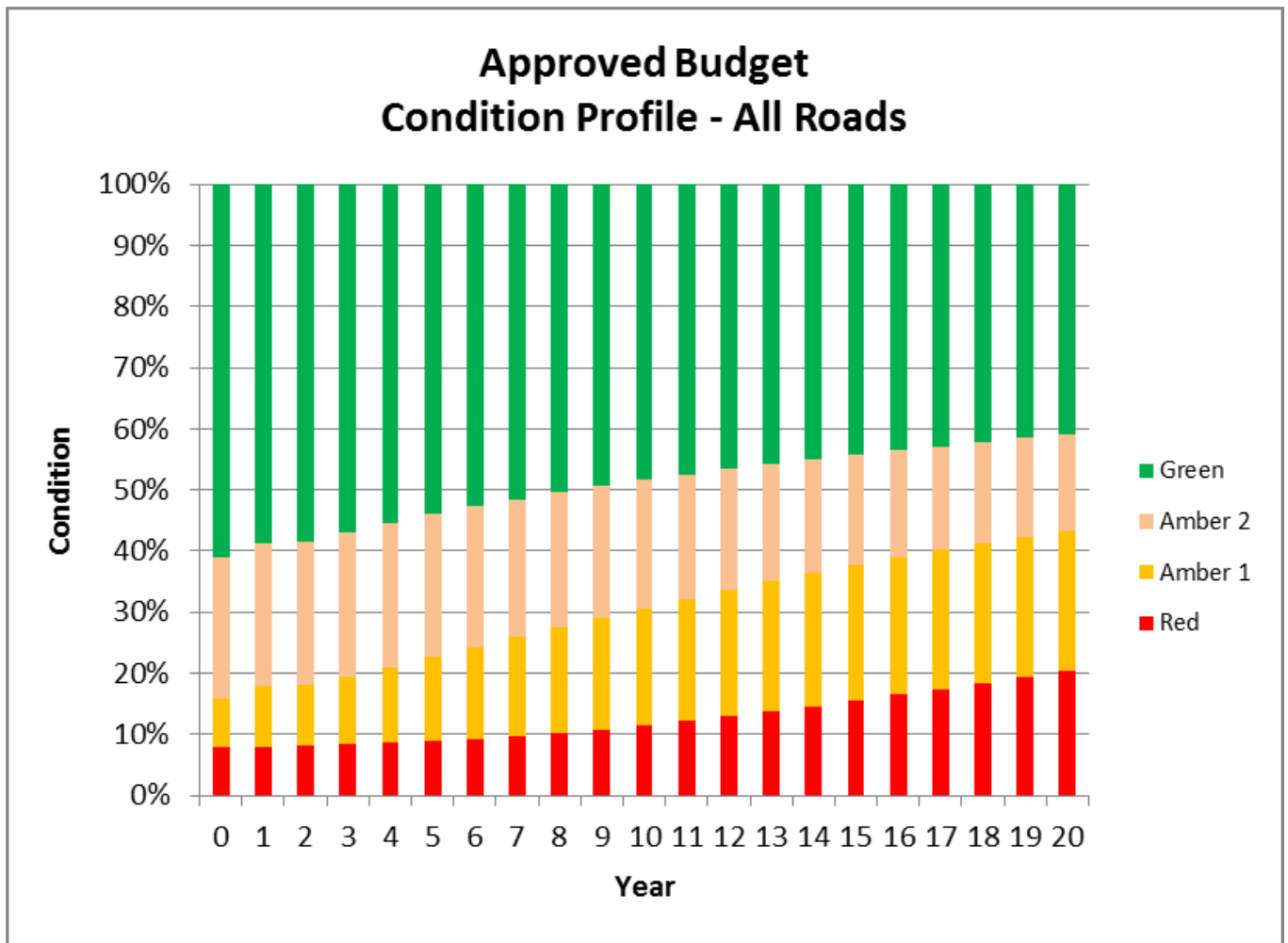
**Table 2: East Ayrshire Road Condition Index by Category 2016/18 - 2020/22**

<b>RCI</b>	<b>Overall</b>	<b>A Class</b>	<b>B Class</b>	<b>C Class</b>	<b>U Class</b>
<b>2020/22</b>	33.8%	17.2%	26.8%	29.5%	40.9%
<b>2019/21</b>	36.8%	22.1%	32.6%	33.5%	42.3%
<b>2018/20</b>	37.8%	23.0%	32.5%	38.8%	42.1%
<b>2017/19</b>	38.4%	21.2%	32.2%	40.6%	43.7%
<b>2016/18</b>	39.0%	19.8%	35.7%	40.5%	44.0%

- The ongoing improvement in RCI is a result of targeted expenditure across the network.

- In 2020/21 an additional revenue allocation of £0.250m targeted deep patching.
- The development of the Roads Asset Management Plan and the adoption of the WDM Roads Management System provide improved resources to manage the road network. Additional WDM modules were introduced on 1 April 2017 in relation to Project Scheme Builder and a new Customer Care Package has been introduced and was available to the public from July 2020.
- In 2022/2023, it is proposed to continue to allocate more resources to the urban 'U' class network and in particular to routes within the residential areas. The full programme is detailed within Appendix 2.
- In addition to road condition which is determined through the SRMCS, this work establishes the current value required to be spent to maintain the road network in a steady state condition. The steady state value is £6.85 million.
- Audit Scotland has published several reports on roads maintenance in recent years which clearly set out some of the challenges for road users and roads authorities. These include, for example, a 26% decline in spending on local roads in a five-year period and significant maintenance backlogs. The current maintenance backlogs are estimated to be £1.8 billion for local roads.
- The road maintenance condition survey produced by the Society of Chief Officers of Transportation in Scotland (SCOTS), which measures the condition of Scotland's roads, highlighted the fact that around 37 per cent of the local roads network requires repair.
- The SRMCS work also estimates how the road condition may change over the coming years if the structural maintenance budget remains at the proposed level without further additional investment. This table does not include the budget allocated from revenue for structural patching and surface dressing work.

Table 3: Condition Profile



- The RCI is predicted to deteriorate over future years without increased investment. As the road condition deteriorates more expensive treatments become necessary. This impacts on a static budget as inflationary pressures increase the treatment costs and results in less of the network being resurfaced.
- The risk to the Council is managed by implementing a robust carriageway inspection regime in accordance with the Well Managed Highways Infrastructure - A Code of Practice. Ensuring that potholes are repaired as quickly as possible, implementing a programme of structural patching in addition to the carriageway resurfacing and surface dressing programmes and consider the use of alternative materials to undertake carriageway repairs.



<b>New Cumnock Flood Scheme</b>	£2.020m					£2.020m
<b>Kilmarnock Car Parks</b>	£1.583m	£1.582m				£3.165m
<b>Active Travel</b>	£0.100	£0.100	£0.100	£0.100		£0.400m
<b>Charging Strategy</b>	£0.100	£0.100	£0.100	£0.100		£0.400m
<b>Total</b>	<b>£12.803m</b>	<b>£8.282m</b>	<b>£6.700m</b>	<b>£5.200m</b>	<b>£4.500m</b>	<b>£37.485</b>
<b>Fleet</b>	£0.400m	£0.400m	£0.400m	£0.400	£0.400	£2.000m
<b>Total</b>	<b>£0.400m</b>	<b>£0.400m</b>	<b>£0.400m</b>	<b>£0.400m</b>	<b>£0.400m</b>	<b>£2.000m</b>

- The schemes identified meet the criteria for inclusion in the various programmes. Weather conditions contribute to deteriorating road conditions, and works carried out by the statutory undertakers may result in amendments being required to the programme. Accordingly, it may be necessary to re-prioritise the named schemes and include other relevant schemes dependent on the current road conditions during 2022/23. Should this be required, the Cabinet Member for Economy and Infrastructure, and local Ward Members will be advised.
- The Ayrshire Roads Alliance previous inspection policy, approved on 24 October 2014 was prepared in accordance with the guidance contained in “‘Well-Maintained Highways’ the Code of Practice for Highway Maintenance Management’.<sup>1</sup> However, the new ‘Well-Managed Highway Infrastructure - A Code of Practice’ (October 2016) recommends a risk based approach to managing all aspects of the road network which includes inspection and repair. This is a major move away from prescriptive descriptions of defects in the previous codes of practice and was approved by Joint Committee 7 September 2018 and implemented from 1 April 2019.
- The Society of Chief Officers of Transportation in Scotland (SCOTS) developed draft inspection guidelines in November 2016 with the aim of achieving a consistent approach across Scotland. This guidance has been further developed through the SCOTS Road Asset Management Plan (RAMP) Working Group to ensure compliance with the new Code of Practice.
- The Councils have finite resources for managing and maintaining the road network. The implementation of this policy improves efficiency and provides value for money through more appropriate categorisation of defects and responses based on risk to road users. This will result in a reduction of defects being categorised as requiring an emergency response thereby allowing an increased allocation of resources to permanent repair

<sup>1</sup> ‘Well-Maintained Highways, the Code of Practice for Highway Maintenance Management’ , UKRLG, July 2005

- The establishment of an effective regime of inspections provides the information for addressing the core objectives of roads maintenance of safety; serviceability and sustainability. This work also provides the data for the development of maintenance programmes as part of the Road Asset Management Plan (RAMP)
- Inspection categories are defined as safety inspections and service inspections, and they are designed to identify defects that are likely to create danger, or in terms of service inspections to enable improved asset management of the road
- network. The Alliance uses the WDM Road Management Systems (RMS).

## **LEVELLING UP ROADS BID**

9. Ayrshire Roads Alliance has engaged with consultants to develop options for the improvements to the Belfield Interchange of the A77 at Kilmarnock to cater for the increased traffic volumes as a result of the proposed development options at 'Bellfield East' as part of Ayrshire Growth Deal project.

Option 1: Widen the existing structure to include a 3<sup>rd</sup> lane of traffic and pedestrian walkways

Option 2: Increase the road width to include a 3<sup>rd</sup> lane by reducing the size of the hard verges and construct a separate pedestrian/cycle bridge adjacent to the junction.

Option 3: Demolish and replace the existing interchange

In order to progress with the feasibility study for the preferred option 2 and provide an informed review of the preferred option the following inputs will be developed to support the feasibility report and preferred option.

- Topographical Survey of the Interchange and Structures
- Ground investigation and GI report to confirm the feasibility of the options
- Environmental Impact and Ecology Surveys
- Information from Transport Planners

Design work has also commenced for the flood defences around Bellfield East as part of the levelling up bid.

Consultants have also been commissioned to develop a Levelling Up bid for the A70 from Ayr to Cumnock to improve road safety, active travel, EV charging facilities and the by-passing of Ochiltree.

## **PROGRAMME FOR STREET LIGHTING**

10. There are over 20,000 street lights in East Ayrshire. The proposed programme for 2022/23 has identified the parts of the network in poorest condition. This work will enable the reduction in the number of columns over thirty years old, along with improving the cable network. The schemes are contained in [Appendix 1 - Works Programme](#).

- As in previous years, LED lighting is being provided in all locations which will reduce the power consumed on a 'per replaced unit'.
- On average LED lighting reduces energy consumption by 50% to 65% with a seven and a half year payback period. It should be noted that due to LED performance issues, it is not yet possible to retrofit LED lighting to the majority of pre-1980 installations without complete renewal. The LED replacement programme is contained in Appendix 1.
- Delays in availability of contractors and vastly increased material costs in 2021 delayed progress of our lighting capital programme to the extent that it is necessary to carry forward around 50% of our 2021/22 capital budget.

## BRIDGES AND CULVERTS

11. Table 5 below lists the roads related Council structures that the Alliance manages 768 structures in total.

**Table 5 – Number of Roads Structures**

Type of Structure	Number of Structures
Bridges carrying roads over Water, Rail, Footpath, Cycleway	365
Culverts carrying roads over Water, Rail, Footpath, Cycleway	197
Footbridges	50
Subways and Underpasses	6
Retaining Walls	150
<b>TOTAL - Council Structures</b>	<b>768</b>

- Table 6 lists the roads related non-Council structures. These are recorded on the Alliance Structures Database as they form part of the wider road network and the Council has certain responsibilities in respect of the structures; such as height/weight restriction signage. Organisations such as Network Rail, Historic Railways Estate and Scottish Power are responsible for their own structures and have their own inspection regime in place.

**Table 6 – Number of Other Structures**

Type of Structure	Number of Structures
Privately Owned Bridges and Culverts, including Network Rail, Historic Railways Estate, Scottish Power.	115

<b>TOTAL - Private structures</b>	<b>115</b>
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- The Bridge Stock Condition Indicator (BSCI) is determined from the results of the inspection programme and the scores for the last eight years are shown in Table 7.

**Table 7 - Bridge Stock Condition Indicator (BSCI) scores**

Year	13/14	14/15	15/16	16/17	17/18	18/19	19/20	21/22
<b>Council BSCI average</b>	86.76	86.22	86.08	85.29	85.12	84.61	84.14	83.30
<b>APSE family group</b>	87.68	87.03	86.70	86.64	85.80	85.02	85.08	Not yet available
<b>Scotland average</b>	85.60	85.68	85.17	86.41	86.33	85.88	86.25	Not yet available

12. The SCOTS Roads Asset Management Plan (RAMP) Performance Indicator Results which provide the 'family' group and Scotland average scores are not yet available for comparison with our scores. The Council's bridge stock score does show a slow general decline over recent years. Continued investment in the maintenance of the bridge stock will help maintain and improve the current condition.

- Bridges and culverts are subject to assessment to determine their ability to carry the 40 tonne assessment loading. In addition, all structures are subject to a programme of regular inspections to determine their condition and highlight any defects requiring attention. The inspections provide the information needed for the preparation of programmes of remedial action.
- A programme of interim measures has been implemented to manage structures that have been identified as being weak or requiring upgrading and include weight restrictions, lane restrictions and/or regular monitoring. Currently there are 56 bridges that are being monitored on a two monthly basis, and 8 on a monthly basis. This list of Special Inspections varies as repairs are expedited. Such measures will continue to be put in place until improvement works are brought forward as part of the prioritised programme of Bridge and Culvert Strengthening.
- General Inspections (GI) are carried out over a two-year cycle. All the structures listed in Table 5 receive a GI and this also includes those structures in Table 6 which our roads pass over or under but which are not maintained by the Ayrshire Roads Alliance, including Network Rail and

other boundary bridges. This programme of inspections has been completed for 2021/22.

- Principal Inspections are carried out every six years and this provides information on the physical condition of all parts of bridges that require to be inspected within touching distance. This inspection is more comprehensive and provides more detailed information than a general inspection. These inspections may require suitable inspection access techniques to be employed.
- The full Principal Inspection programme was undertaken in 2018/19 by a consultant and as previously approved by Cabinet the 6 yearly Principal Inspection programme will recommence in 2022/23 using a combination of in-house staff and consultants funded via the Bridge Capital budget.
- As previously approved by Cabinet, in order to bring the principal inspection programme onto a manageable programme, the Alliance intends undertaking all of the Principal Inspections identified as being required from 2022-23 and complete them over three years before being brought back onto a six year cycle. A total of 184 Principal Inspections will require to be undertaken in each of the next 3 years.
- As part of the General and Principal Inspection programmes structures are also assigned a Maintenance Prioritisation Ranking (MPR) with values ranging from 1 to 4, with “1” indicating acceptable condition and “4” indicating the condition is such that remedial action is required. The ongoing inspection programme has identified that there are 105 structures with an MPR4 ranking. Throughout the year further structures are being added to this list due to deterioration in their condition and/or due to vehicular damage. Some of these structures are often clearly of higher priority than those already on the list and therefore require to be actioned. The proposed bridge schemes in Appendix 3 include 44 MPR4 ranked structures, which are all at various stages of scheme development; early design stage and near tender/construction stage.

## **BRIDGE AND CULVERT BACKLOG**

- 13.** In 2021, the Gross Replacement Cost for the Structures Asset was estimated at £205 million. In 2020 an estimate of the maintenance backlog for the Council’s roads related bridge stock was calculated at £53.8 million. Along with an estimated £1.75 million maintenance backlog on non-ARA Council footbridges. At 2022 these estimates are considered to still be reasonable and give a total estimated backlog of £55.55 million for necessary strengthening and upgrading works, as summarised in the Table 8 below. It is important to note the limitations associated with the maintenance backlog figure for the Council structures as there are so many indeterminate factors which cannot be fully accounted for without detailed analysis and investigation including utility costs, land/legal costs, site investigation costs and design/supervision costs.

**Table 8 - EAC Roads Bridge Stock - Works Estimate**

<b>EAC Bridge Stock - Works Estimate</b>	<b>£ million</b>
Cost of strengthening/replacing structures that fail their load assessment	15.6
Cost of remedial works identified from inspections	36.2
Other ancillary works	2.0
Non-ARA Council footbridges	1.75
<b>TOTAL</b>	<b>55.55</b>

- The programme of bridge and culvert works that is carried out every year is prioritised using agreed maintenance prioritisation methodologies and which include a review of the social and economic impact in the Council area.

### **BRIDGE AND CULVERT STRENGTHENING PROGRAMME**

14. At the start of 2021/22 there was £4.032m of Capital funding available for bridge projects. The estimated spend in the current financial year is £1.751m and the estimated £2.281m underspend along with the projects it represents will carry forward to 2022/23.
15. Local Bridge Maintenance Fund – During 2021/22 ARA submitted bids to the Scottish Government for funding which was being made available to rebuild and maintain key lifeline bridges, where diversionary routes are not available or are limited. ARA was successful in receiving £756,000 of funding towards three specific projects. All of which were already identified on our programme;
  - A735 Victoria Bridge refurbishment – site works currently ongoing
  - C108 Gateside Culvert replacement – contract awarded, start TBC
  - U22 Burnfoot Bridge replacement – near tender ready, land acquisition outstanding
  - The current available bridges Capital budget for 2022/23 is £3.0m as identified in Table 4
  - The total Capital allocation including the Carry Forward monies; additional 'Local Bridge Maintenance Funding and new 2022/23 Capital allocation is shown in Table 9 below;
  - Appendix 3 contains details of the Bridges Capital programme which comprises 71 projects and relates to the funding identified in Table 9. Some of these projects are carrying forward from previous years and some are new projects.

**Table 9 - Bridges Capital Budget**

	<b>Budget</b>
<b>Estimated 2021/22 Capital carry forward</b>	<b>2.281m</b>
<b>Local Bridge Maintenance Fund</b>	<b>0.756m</b>
<b>Capital allocation 2022/23</b>	<b>3.000m</b>
<b>Total</b>	<b>6.037m</b>

**TRAFFIC, TRANSPORTATION & ROAD SAFETY**

16. The proposed delivery programmes contained within this Report will be implemented through funding provided by the Council, Strathclyde Partnership for Transport (SPT), Transport Scotland and Sustrans. The programme will deliver a range of projects to improve road safety, enhance the transport network and promote accessible travel choices. The proposed programmes are consistent with national, regional and local transport strategies and policies.

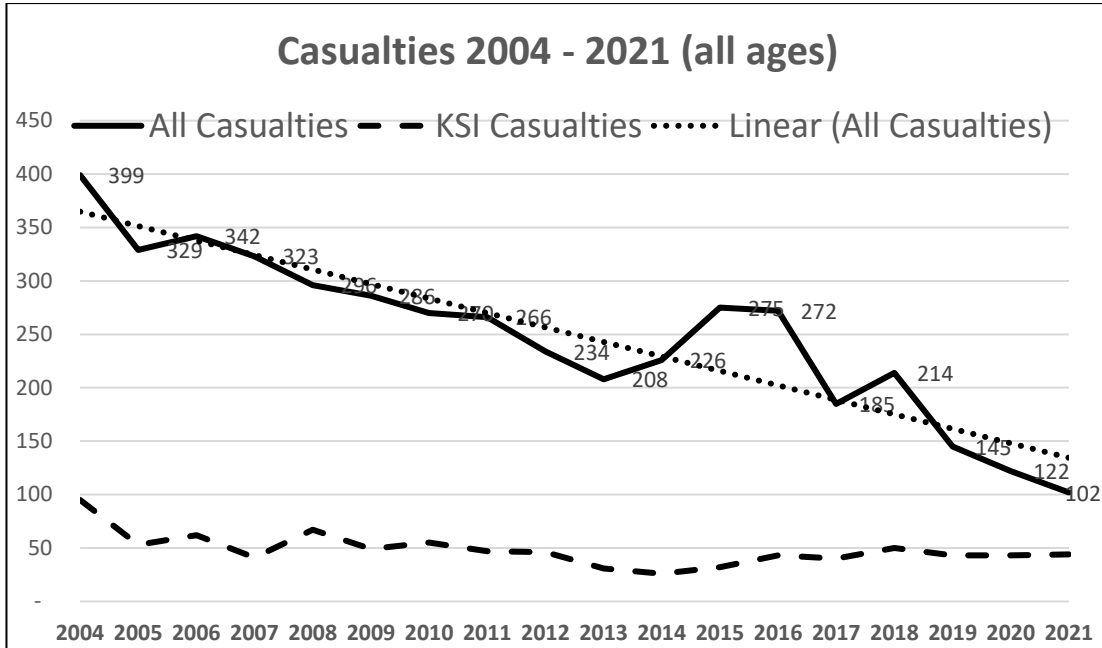
**ROAD CASUALTY TRENDS**

17. The trend in road casualties in East Ayrshire since 2004 are shown in Figure 1. In 2021 there were 7 fatalities, 37 serious injury and 58 slight injury casualties. The figures for 2021 remain provisional until final validation by Police Scotland & Transport Scotland. In relation to the 6 fatal accidents (which resulted in 7 deaths), joint site inspections between Police Scotland officers and the Ayrshire Roads Alliance did not identify any contributing road issues at the accident locations:
- i. 04/02/21, Male Car Driver – C50 near to Brackenhill Farm by Ochiltree
  - ii. 19/06/21, Male Motorcycle Rider – A77, 200m south of Harelaw Farm, Fenwick
  - iii. 17/07/21, Male Motorcycle Driver - B778, 100m west of North Kilbride Lodge, Stewarton
  - iv. 22/07/21, Male Car Driver & Male Car Passenger - A713 350m southeast of Chapel Row, Waterside
  - v. 31/07/21, Male Pedestrian – A77, 600m south of Grassyards Interchange
  - vi. 14/10/21, Male Wheelchair User – A76 O/S No. 61 Castle, New Cumnock
18. Figure 1 shows that there has been a downward trend in road casualties since 2004. The total of 102 casualties in 2021 compared with 122 in 2020 and 145 in 2019. There has been a marked reduction in the slightly injured category over the last two years which in part is likely to be due to a change in policy by Police Scotland whereby road accidents in which there are only very minor injuries may not be recorded in the official road accident statistics. The impact of reduced traffic volumes during 2020/21 due to COVID restrictions may have contributed to a further reduction. The Department for Transport estimates that motor traffic volume dropped by 23% in Scotland in 2020 compared with the previous year.

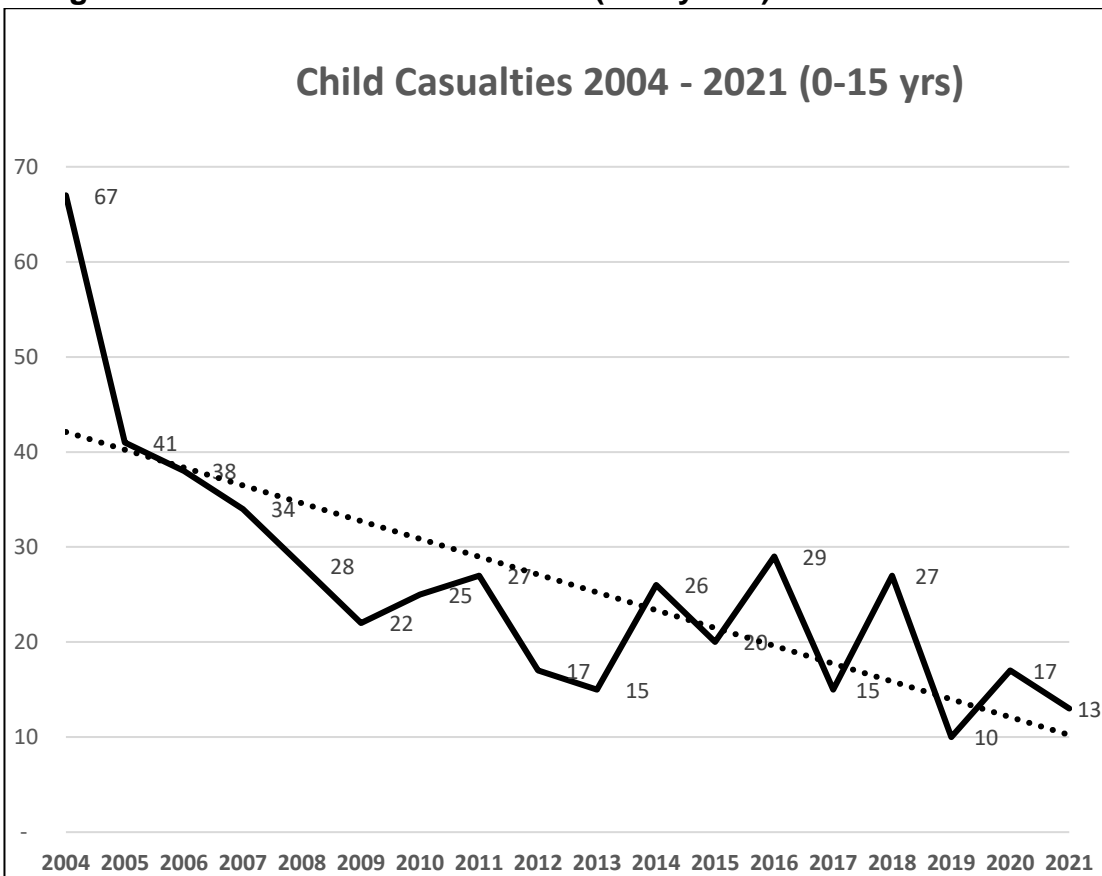
Figure 1 clearly shows the downward trend for all casualty severities. However, the trend for Killed and Seriously Injured (KSI) is less marked.

Child casualty trends are shown in Figure 2. Although there has been no child fatalities in East Ayrshire since 1995 and the overall casualty trend is downwards there continues to be a significant number of child casualties.

**Figure 1 Casualty Trend 2004-2021 (all ages)**



**Figure 2 Child Casualties 2004-2021 (0-15 years)**



- 19. Transport Scotland has published a new Road Safety Framework to 2030 which sets out a long-term goal for road safety where no one dies or is seriously

injured by 2050, in line with EU's strategic goal of 'Vision Zero'. Targets for 2030 have been set out as follows, based on a 2014-18 baseline:

- 50% reduction in people killed
- 50% reduction in people seriously injured
- 60% in children killed
- 60% reduction in children seriously killed

The East Ayrshire baseline and targets are as follows:

**Table 10 Baseline Targets**

	<b>2014-18 baseline average</b>	<b>2030 casualty target</b>
50% reduction in people killed	3	2
50% reduction in people seriously injured	35	18
60% in children killed	0	0
60% reduction in children seriously killed	5	2

20. The new road safety framework embeds a Safe System approach to road safety delivery which adopts five pillars; safe road use; safe roads and roadsides; safe vehicles; safe speeds and better post-crash response. ARA has reviewed the new framework and adapted our traffic management, engineering and road safety education activities to align with the objectives and outcomes in the new framework.

Other East Ayrshire road casualty information of note in 2021 include:

- 19% were pedestrian, 54% were drivers/riders, and 27% were passengers.
- 8 of the 19 pedestrian casualties were children (under 16).
- There were 8 motorcycle casualties, 2 of which were fatalities
- There were 6 pedal cyclist casualties, 3 of which were children
- There was an average of 1.5 casualties per accident.

### **COST OF INJURY ROAD ACCIDENTS**

21. The Department of Transport estimates the values assigned to the cost of road casualties for use in cost-benefit analysis of the prevention of road casualties in road schemes. The valuations are based on a willingness to pay human cost approach intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost. Table 11 below shows that the cost to society of injury road accidents in East Ayrshire in 2021 was £21.9 million.

## Cost of road injury accidents by severity in East Ayrshire in 2021

**Table 11**

Severity	Cost per injury accident	Injury accidents in 2021	Cost of injury accidents in 2021
Fatal	£2,194,180	6	<b>£13,165,080</b>
Serious	£249,651	32	<b>£7,988,832</b>
Slight	£25,545	30	<b>£766,350</b>
Average for all injury accidents	£178,031	68	<b>£21,920,262</b>

### FUNDING PROGRAMMES

- 22.** The funding of the Traffic, Transportation & Road Safety programmes are provided from the following sources:

- (i) East Ayrshire Roads and Transportation Capital Investment Programme;
- (ii) Strathclyde Partnership for Transport (SPT);
- (iii) SUSTRANS;
- (iv) Transport Scotland - Cycling, Walking and Safer Streets (CWSS);
- (v) Transport Scotland - Smarter Choices, Smarter Places (SCSP).

### EAST AYRSHIRE TRANSPORTATION CAPITAL INVESTMENT PROGRAMME

- 23.** Cabinet has previously approved revised allocations for the Roads and Transportation Capital Investment Programme on 3 May 2021. The allocations for the Traffic, Transportation and Road Safety Programmes for 2022-23 are:

Road Safety Schemes	£120,000
Safer Neighbourhoods (20mph Zones)	£ 50,000
Rural Route Action Plans	£ 25,000
Strategic Route Improvements	£ 30,000
Accessibility (dropped kerbs)	£ 20,000
Bus Infrastructure	£ 40,000
Refurbishment of Car Parks	£ 30,000

- 24.** Consistent with the Council's Climate Change Strategy and following the successful pilot of School Streets at Catrine Primary and St Sophia's Primary, Cabinet agreed at its meeting of 23 February 2022, as part of the Capital Investment Update, to allocate £100,000 per annum for the next four years to support active travel and further School Streets projects. A further report will be brought to Cabinet in due course setting out more detailed proposals.
- 25.** The proposed programme for 2022-23 is set out in Appendix 4. The road safety programme has been prepared based on a combination of analysis from the annual accident review and locations of concerns raised by Police Scotland,

Elected Members, the public, and Ayrshire Roads Alliance officers. Priority in the programme will be given to evidence-led schemes arising from the annual accident review. Scheme costs for proportionate mitigation schemes at each location will only be known once more detailed analysis has taken place.

### **STRATHCLYDE PARTNERSHIP FOR TRANSPORT (SPT) PROJECTS**

26. Strathclyde Partnership for Transport (SPT) is due to confirm its capital programme at its Partnership meeting on 18<sup>th</sup> March 2022. ARA has submitted bids for the following Category 1 projects in 2022-23:

• Kilmarnock Bus Station Improvements	£2,000,000
• Bus Park & Ride, Western Rd, Kilmarnock	£ 210,000
• Access to X77 bus service at Fenwick	£ 60,000

27. Extensive improvement works at Kilmarnock bus station have been undertaken with the refurbishment of the waiting areas, the Shopmobility unit and the pedestrian access from London Road, Work will continue in 2022-23 to renovate the stance areas and the access to the Foregate South car park.

### **CYCLING, WALKING AND SAFER STREETS (CWSS) (£532,000)**

28. Transport Scotland has allocated East Ayrshire Council £532,000 in 2022-23 to improve facilities for pedestrians and cyclists and it is proposed to utilise the funding for projects identified in Appendix 4.

### **SUSTRANS**

29. The undernoted projects are being funded from the Sustrans Scotland's Places for Everyone Fund. These funding streams provide grant funding for the identification and creation of infrastructure that enables more people to cycle and walk for everyday journeys, as well as to facilitate safer more active routes to school.
- i. East Ayrshire Active Travel Strategy
  - ii. Hurlford Street Design Project

### **SMARTER CHOICES, SMARTER PLACES – ACTIVE TRAVEL HUB (£172,000)**

30. A funding application of £172,000 has been submitted to the 2022-23 'Smarter Choices, Smarter Places' (SCSP) fund for the continuation of the Kilmarnock Active Travel Hub. This is a collaborative project with Sustrans providing information, engagement opportunities and facilities aimed to encourage the local community and visitors to travel more actively. The initiatives are delivered by Active Travel Officers and locally recruited Volunteers. The Hub will continue to work with local workplaces, places of education, NHS Ayrshire and Arran and other community partners.

## **TRANSPORT/FLEET**

31. ARA/Transport continued to operate and maintain the current fleet in 2021/22 with significant changes made to the operational procedures which has improved vehicle turnaround. EV charging grant funding was also received for 2021/22 to install depot chargers.
32. In 2022/23 ARA/Transport priorities will be to continue to decarbonise, conclude the EV charging strategy, municipal buses and school transport with papers to be brought forward early in the new financial year and include further changes within the operational area to improve service delivery.

### **2022/23 PROPOSED FLEET REPLACEMENT**

33. ARA/Transport have set a target to have all cars and small vans replaced by the end of 2023, at present there are 52 fossil fuel vehicles remaining. With the capital allocation provided we can assist services with up to £7,500 per vehicle and have these replaced in the next financial year, achieving completion ahead of target. In addition to these vehicles there are 11 electric vehicles whose lease will expire this year, including these would reduce the assistance for each vehicle to £6,300.

### **2023/24 PROPOSED FLEET REPLACEMENT**

34. Based on achieving the 2022/23 target the focus will move to the larger vehicles up to 3.5T, these are not as straight forward as there are still limitations with technology that may not be overcome by 2023/24. However there should be a number of vehicles that even with the payloads and ranges available that could still be replaced and if the allocation is used in accordance with match funding from services 10 vehicles can be replaced. This is based on the current vehicle price of £80,000. During 2023/24 some of the older electric vehicles and other lease vehicles are due for replacement, if the cost for large vans reduced to £30,000 then this would permit funding to be available for this replacement programme.

### **2024/25 – 2026/27 PROPOSED FLEET REPLACEMENT**

35. Current estimates are that electric cars and small vans may reach price parity with ICE vehicles by 2025, if so this will allow a focus from this year on the remaining vehicles up to 3.5T. To achieve the complete changeover across 3 years there would have to be a reduction in the cost of these vehicles and an improvement in load capacity, range and charging infrastructure within depots. If this was in place allocating the funding over 3 years ARA/Transport would target replacing the remaining vehicles up to 3.5T. If required this project could be extended to a 4th year.
36. The above covers all vehicles up to 3.5T and would allow the focus to be shifted to the large goods vehicles, ARA/Transport would at this point get a better indication of whether hydrogen technology will be ready and suitable for this type of vehicle.

## **DECARBONISED FUEL**

37. ARA/Transport are currently investigating the possibility of switching the Council fleet from using diesel to Hydro treated Vegetable Oil (HVO). HVO is an alternative to diesel and is made from sustainable vegetable oils from food waste products. The most significant benefit of HVO is that it can reduce CO2 emissions up to 90% compared to diesel. The cost of HVO is approximately 10% more expensive in comparison to standard diesel, however the benefit of switching would be the environmental improvement within the local area as the Council would potentially reduce the impact on air quality and Co2 emissions.

## **POLICY/COMMUNITY PLANNING IMPLICATIONS**

### **38. LINKS TO COMMUNITY PLAN**

- A well maintained road network with improved street lighting will contribute to achieving Community Plan 2015-30 objectives in relation to Economy & Skills and Safer Communities by providing good access to our communities and the wider road network; improve community safety and help reduce road accidents.

## **LEGAL IMPLICATIONS**

39. By virtue of the relevant statutory provisions principally detailed within the Roads (Scotland) Act 1984, the Council as local roads authority is required to manage and maintain all publicly adopted roads within its geographical area other than those which are maintained and managed by the Scottish Ministers. Accordingly, the proposals detailed within this report are in compliance with the discharge of the statutory responsibilities which are incumbent upon the Council as local roads authority.

## **HUMAN RESOURCES IMPLICATIONS**

40. Delivering a capital works programme has significant staffing implications. In particular schemes may require a significant resource input, which may not be met from existing in-house resources. In order to complete the Capital Programme additional resources will be required and this will be funded from the relevant capital budgets, which could include engaging additional staff through the Scotland Excel Consultancy Framework.

## **EQUALITY IMPACT IMPLICATIONS**

41. The projects contained within the programmes will be designed to ensure that they are fully accessible for all, in consultation with the Disability Awareness Advisor where appropriate.

## **FINANCIAL IMPLICATIONS**

42. The overall roads infrastructure programmes detailed in Appendix 2, 3 and 4 will be funded from the Ayrshire Roads Alliance Roads Capital budget allocations and grant funding. At the Cabinet Meeting on 23 February 2022, the General Services Ten Year Capital Investment programme was agreed. This

Report advised on the prior year's spend in the Roads and Transportation Budget and also allocated capital funding for the next ten years.

43. The approved capital budget in 2021/22 was £11.617 million. It is proposed to re-profile the ten year budget with an increase in 2022/23 to £12.803 million, as detailed in Table 4.

### **RISK IMPLICATIONS**

44. A delay in the delivery of the carriageway and footway structural maintenance, street lighting and bridge programmes will expose the Council to potential risks with regard to the deteriorating condition of the road, lighting and bridge network. This may have a detrimental effect on the Statutory Performance Indicator for road and bridge condition; and on the reduction targets for roads accidents.
45. The risk will be managed by using a robust carriageway inspection regime, ensuring that potholes are repaired as quickly as possible, implementing a programme of structural patching in addition to the carriageway resurfacing and surface dressing programmes and consider the use of alternative materials to undertake carriageway repairs. In addition a Capital Project Board will oversee the management of the delivery of the Capital Programme.

### **TRANSFORMATION STRATEGY**

46. This Report aligns with the following design principle stated in the "Transformation Strategy 2017-2022" - "Maximum value for our communities", by ensuring Maximum value for our communities; by ensuring a well maintained road network.

### **NET ZERO IMPLICATIONS**

#### **47. THEME 2 TRANSPORT**

Objective; To decarbonise the Council's fleet and minimise grey fleet mileage, whilst encouraging active travel through walking, cycling and public transport.

### **APPENDICES**

Appendix 1 Roads & Transportation Capital Schemes - Roads Capital and Fleet Investment Programme 2022-23

Appendix 2 Carriageway Structural Maintenance Programme, 2022-23

Appendix 2 Footway Structural Maintenance Programme 2022-23

Appendix 2 Environmental Improvement Programme

Appendix 2 Street Lighting Programmes 2022-23

Appendix 3 Bridge and Culvert Strengthening Programme 2022-23

Appendix 4 Traffic, Transportation and Road Safety Programmes 2022-23

**Background Papers: Capital Investment Update Building 'A Future East Ayrshire' February 2022**

**School Streets August 2021**

**Kilmarnock Multi Storey Car Park June 2021**

**Katie Kelly**

**Deputy Chief Executive-Communities and Economy**

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**APPENDIX 1 - Roads & Transportation and Fleet Capital Schemes - Roads Capital Investment Programme 2022/23**

<b>PROJECT</b>	Prior Years	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	TOTAL
	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m	£m
<b>Roads Infrastructure</b>												
Roads & Transportation Programme	63.291	6.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000		93.291
Bridge Improvement Programme	5.000	3.000	3.500	3.500	2.000	1.500	1.500	1.500	1.500	1.500		24.500
New Cumnock Flood Scheme	6.201	2.020										8.221
Active Travel	0.000	0.100	0.100	0.100	0.100							0.400
Charging strategy	0.000	0.100	0.100	0.100	0.100							0.400
Kimarnock Car Parks	0.000	1.583	1.582									3.165
<b>Transport Fleet</b>												
Fleet	3.000	0.400	0.400	0.400	0.400	0.400	0.400	0.300	0.300			6.000

## Appendix 2 Carriageway Structural Maintenance Programme 2022/23

ROAD	LOCATION	LENGTH	WIDTH	AREA	COST
A713	South of Hollybush	900	7.5	6750	£168,750.00
A713	Polnessan to Patna	800	7.5	6000	£150,000.00
A71	Main Street Darvel	650	7.5	4875	£121,875.00
A70	Lugar Water Bridge to East Gateway	700	7.5	5250	£131,250.00
A70	Carbello	550	7.5	4125	£103,125.00
A719	Moscow	700	7.5	5250	£131,250.00
A719	Rural Sections	700	7.5	5250	£131,250.00
A735	U26 to past C7 Junction	850	7.5	6375	£159,375.00
B743 Strathaven Road Muirkirk	950m to South Lanarkshire Boundary	950	6.5	6175	£98,800.00
B7036 Barony Road	Near Egger factory Entrance	500	7.5	3750	£93,750.00
C134	Rural Sections	800	4	3200	£51,200.00
C50 Ochiltree	Various sections	800	7	5600	£89,600.00
C6 Stewarton	Various sections	800	7	5600	£89,600.00
C22 Coal Road	From U730 to A70	3000	5.5	16500	£264,000.00
C23 Rigg Road	from U730 to Railway Bridge	1000	5.5	5500	£88,000.00
U730 Glenshamrock Road	from B705 to C23	3000	5	15000	£240,000.00
U1 GalstonMoor Road	U56 to A71	2500	4	10000	£160,000.00
U760 Dalcairnie	Full Length	1820	4	7280	£116,480.00
U26 Dunlop	Full Length	1000	3	3000	£48,000.00
U729 Glenmuir Road	Logan Avenue to Loganhill Road	250	5	1250	£20,000.00
Ellis Street Kilmarnock	Full Length	150	7	1050	£16,800.00
Howard Street Kilmarnock	Full Length	170	7	1190	£71,400.00
Seaford Street Kilmarnock	Full Length	340	5.5	1870	£112,200.00
Dundonald Road Kilmarnock	Smillie Place to Seaford Street	700	8.0	5600	£123,200.00
Witchknowe Road Kilmarnock	New Street to Witchknowe Avenue	100	5.5	550	£9,350.00
Meiklewood Road Kilmarnock	No1 to No 31	300	5.5	1650	£28,050.00
Shortlees Crescent Kilmarnock	Rathlin Avenue to Shortlees Road	400	5.5	2200	£37,400.00
Old Street Kilmarnock	Academy Street to Campbell St	270	7.0	1890	£32,130.00
Kinlock Road Kilmarnock	Full Length	389	5.5	2139.5	£36,371.50
Stoneyhill Avenue Kilmarnock	Full Length	200	5.5	1100	£18,700.00
Turner Place Kilmarnock	Full Length	200	8	1600	£27,200.00

Craufurdland Road Kilmarnock	No87 to No145	200	6	1200	£20,400.00
Old Mill Road kilmarnock	Lawson Street to Saturrock Street	300	8	2400	£52,800.00
Grassyards Road Kilmarnock	Kennedy Drive to C10	300	8	2400	£52,800.00
Mansfield Road New Cumnock	A76 to Top Corner/ Junction	2900	5.5	15950	£255,200.00
Loch View New Cumnock	Full Length	350	5.5	1925	£32,725.00
Mill of Shield Drongan	B730 to Drumwhill Road	600	5.5	3300	£56,100.00
Glencraig Street Drongan	Lane Crescent to Hannaston Avenue	400	5.5	2200	£37,400.00
Blaney Avenue Patna	Full Length	300	5.5	1650	£28,050.00
Wallace Street Galston	B7037 to Cross	100	7.0	700	£11,900.00
Titchfield Street Galston	Standalane to Orchrđ Street	240	7.0	1680	£28,560.00
Maxwood Road Galston	Various Sections	400	5.0	2000	£34,000.00
Cessnock Road Hurlford	Full Length	260	5.5	1430	£24,310.00
Craigie Road Hurlford	Full Length	640	5.5	3520	£59,840.00
Blair Avenue Hurlford	Full Length	950	5.5	5225	£88,825.00
Crougar Road Crookedholm	Full Length	630	5.5	3465	£58,905.00
Meadowside Crookedholm	Full Length	75	5.0	375	£6,375.00
High Street Newmilns	Full Length	450	5.0	2250	£38,250.00
East Donnington Street Darvel	Full Length	300	6.0	1800	£30,600.00
Burn Road Darvel	Various Sections	800	5.5	4400	£74,800.00
Campbell Street Darvel	Full Length	300	5.5	1650	£28,050.00
Patterson Terrace Darvel	Full Length	230	5.5	1265	£21,505.00
Fleming Drive Stewarton	Full Length	127	5.5	698.5	£11,874.50
Lothian Road Stewarton	Full Length	500	5.5	2750	£46,750.00
Victoria Way Stewarton	Full Length	140	5.5	770	£13,090.00
Cutsburn Road Stewarton	Full Length	800	5.5	4400	£74,800.00
Irvine Road Kilmaurs	Full Length	230	5.5	1265	£21,505.00
Newmill Road Dunlop	Full Length	900	5.0	4500	£76,500.00
Middlefield Drive Muirkirk	Full Length	170	5	850	£14,450.00
Poole Avenue Ochiltree	Full Length	70	5	350	£5,950.00
Broom Cresent Ochiltree	Remaining Length	150	5	750	£12,750.00
Douglas Brown Avenue Ochiltree	Full Length	150	5	750	£12,750.00
Dalgleish Avenue Cumnock	Full Length	310	5	1550	£26,350.00
McLymont Court Cumnock	Full Length	180	8	1440	£24,480.00
Holland Crescent Cumnock	Full Length	560	5	2800	£47,600.00
Tankard Car Park Cumnock	Full Car Park	400	8	3200	£70,400.00

Ayr Road Car Park Cumnock	Full Car Park	400	9	3600	£79,200.00
Elizabeth Crescent Cumnock	Full Length	400	5.0	2000	£36,000.00
Gemmel Avenue Cumnock	Full Length	280	5.0	1400	£25,200.00
C3 Barsminning Road Mauchline	From Rail Bridge to U742 Mosshead Road	165	6.0	990	£17,820.00
Hughfield Road Mauchline	Full Length	370	6.0	2220	£55,500.00
Carrick View Mauchline	Full Length	330	5.0	1650	£41,250.00
Beechwood Road Mauchline	Full Length	556	5.0	2780	£69,500.00
Jean Armour Drive Mauchline	Full Length	900	5.0	4500	£112,500.00
Cairn Road Cumnock	Various Sections	1050	5.5	5775	£103,950.00
Park Crescent Dalmellington	Full Length	630	5.5	3465	£62,370.00
Main Street Dalmellington	Full Length	280	5.5	1540	£40,040.00
		<b>Total</b>			£5.125m

## Appendix 2 Footway Structural Maintenance Programme 2022/23

Section	Street Name	Location	Environment	Footway Material	Length	Average Width	Treatment	Area	Cost
New Cumnock	Loch View	Full Length Both Sides	Residential	Bituminous	300	2	New PCC Kerbs, reconstruct, HRA	600	£22,800
Patna	Blaney Avenue	No12 to Main Street	Residential	Bituminous	144	3.25	New PCC Kerbs, reconstruct, HRA	468	£14,976
Dalmellington	Broomknowe	No 33 to Gateside Road	Residential	Bituminous	106	1.8	New PCC Kerbs, reconstruct, HRA	191	£6,106
Ochiltree	Broom Crescent	No1 to Gallowlee Avenue	Residential	Bituminous	215	1.8	New PCC Kerbs, reconstruct,	387	£12,384

							HRA		
Ochiltree	Mill Street	Coachhouse to A70	Residential	Bituminous	200	2	New PCC Kerbs, reconstruct, HRA	400	£12,800
Kilmarnock	Riverbank Place	No3 to No 19	Residential	Bituminous	50	1.8	New PCC Kerbs, reconstruct, HRA	90	£2,880
Kilmarnock	Western Road	Various Sections	Residential	PCC Slabs	970	2	New PCC Kerbs, reconstruct, HRA	1940	£62,080
Kilmarnock	Sannox Road	No1 to No31	Residential	Granolithic	140	2	New PCC Kerbs, reconstruct, HRA	280	£8,960
Darvel	Burn Road	A71 to West Donington Street	Residential	Granolithic	70	1.8	New PCC Kerbs, reconstruct, HRA	126	£4,032
Darvel	Ranolcoup Road	A71 to Mair's Road	Residential	Granolithic	50	1.8	New PCC Kerbs, reconstruct, HRA	90	£2,880
Cumnock	Hearth Road/Hearth Road	Car Rd to Emry's Avenue	Residential	Bituminous	420	1.8	New PCC Kerbs, reconstruct, HRA	756	£24,192
Auchinleck	Barbieston Road	Talbot Drive to Church Street	Residential	Bituminous	320	1.8	New PCC Kerbs, reconstruct, HRA	576	£18,432
Kilmaurs	Sunnyside	B751 to Yardside	Residential	Bituminous	175	2	New PCC Kerbs, reconstruct,	350	£11,200



**APPENDIX 2: Environmental Improvement Programme**

<b>Year</b>	<b>Project</b>	<b>Description of Works</b>	<b>Benefit</b>	<b>Estimated Cost</b>
<b>2020/21</b>	Hayhill, by Drongan, Environmental Improvement	Kerb, upgrade verge and form parking bay	Improve environment in village and road safety by formalising parking area.	£15,000
<b>2021/22</b>	Craigie Avenue, Kilmarnock	Form Lay-by - street parking bays	Improve environment and road safety by reducing on street parking problems.	£15,000
<b>Future Years</b>	Wellpark Crescent Kilmarnock, widen road.	Re-kerb and widen over-run grassed area	Improve environment and road safety by reducing on street parking problems.	£7,000
<b>Future Years</b>	Kilmarnock Rd Service Rd Crosshouse, widen road.	Re-kerb and widen over-run grassed area	Improve environment and road safety by reducing on street parking problems.	£8,000
<b>Future Years</b>	Hillcrest, Bellsbank, Dalmellington Parking Bays	Form 6 No Off-Street parking bays	Improve environment and safety by reducing on street parking problems.	£15,000
<b>Future Years</b>	North Hamilton Place Kilmarnock, parking bays.	Additional Parking Area	Improve environment and road safety by reducing on street parking problems.	£8,000
<b>Future Years</b>	Gateside Road, Galston, widen road.	Re-kerb and widen over-run grassed area	Improve environment and road safety by reducing on street parking problems.	£7,000

## Appendix 2 Street Lighting Works Programme 2022/23

### Lighting Capital Programme 2022/23

Town	Location	Work Type	No of columns	Estimated C/F Cost
Dalrymple	Church Street Area	Carry forward from 2021/22		£45k
Kilmarnock	Lomond Road Area	Carry forward from 2021/22		£15k
Darvel	Glen Cres and Hutchison Dr	Carry forward from 2021/22		£45k
<b>Total carry forward</b>				<b>£105k</b>

Town	Location	Work Type	No of columns	Estimated Programme Cost
Hurlford	Sherwood Road, Liffnock Avenue, Cessnock Ave, Cessnock Drive, Cessnock Rd	5th Core supplies and concrete columns	40	£90k
Kilmarnock	Ayr Road, Service Road	5th Core supplies and concrete columns	12	£30k
Muirkirk	Pagan Walk, Stoneyhill Avenue, Wardlaw Ave and Hawkshaw Terrace	5th Core supplies and concrete columns	30	£70k
Dalrymple	Barbieston Rd and Cedar Terrace	5th Core supplies and concrete columns	17	£40k
<b>Total</b>				<b>£214k</b>

**LED Lighting Programme Update 2022/23**

<b>Town</b>	<b>Lantern Amount</b>	<b>Status</b>	<b>Lantern Tender</b>	<b>Delivery / start install</b>	<b>Install complete by</b>
New Cumnock & Dalmellington	766	Complete			
Patna & Dalrymple	563	Complete			
Mauchline, Sorn & Catrine	957	Complete			
Ochiltree & Drongan	562	Complete			
Auchinleck & Cumnock	1535	Works ongoing by LMU - 95% complete			Mar-22
Irvine Valley (including Hurlford & Crookedholm)	1860	Complete			
Kilmarnock South (including Crosshouse, Gatehead & Knockentiber)	2300	Lightways Contractor - 95% complete			Mar-22
Kilmarnock - North East	1135	Lightways Contractor – started Feb 2022	July-Aug 21	Dec-21	Jun-22
Kilmarnock - North West	1850	Tender to be issued April 2022	July-Aug 21	Sep-21	Jul-22
Kilmarnock - Central	1400	Compiled list complete, next stage mini-tender			Aug-22
East Ayrshire - Decorative	350	1st stage in progress ( 30% complete), 2nd stage tender to be issued			Aug-22
Logan, Lugar, Cronberry & Muirkirk	390	Compiled list complete, next stage mini-tender			Feb-23
Stewarton, Kilmaurs, Fenwick, Dunlop & Lugton	1420	Compiled list complete, next stage mini-tender			Mar-23

**Current Status**

**Programme completed conversions to date**      8,402      Replacement programme 55.7% complete

**Overall LED units completed**      13,986      LEDs now 66.8% of total EAC inventory

**LED Programme Funded Replacement Works**

During our design works for our LED conversions, we have identified a number of older installations in East Ayrshire where it is not practicable to simply replace the existing discharge lighting with LED lanterns. Consequently we propose full lighting replacement projects for the following locations funded from the LED replacement budget.

<b>Town</b>	<b>Location</b>	<b>Estimated Cost</b>
Fenwick	Glebe Terrace	£20k
	Mansheugh Road	£35k
	Skernieland Rd Area	£30k
Galston	Orchard Street	£35k
Kilmarnock	Ellisland Drive Area	£45k
	Gibson Street, Stevenson Street, Carmel Avenue Area	£110k
	Glasgow Road, B7038	£70k
	Greenan Road, Dunure Rd, Wilson Avenue, Melville St Area	£120k
	Samson Avenue and Linfern Avenue Area	£95k
	Woodstock Street Area	£50k
Stewarton	Clerkland Road Area	£70k
<b>Total</b>		<b>£680k</b>

### APPENDIX 3: Bridge and Culvert Strengthening Programme

Structure Reference	Structure Name	Proposed Works	Revised Estimate of Projects C/F into 2022/23	Estimate of new projects for 2022/23	Estimate Future Years 2023/2024 & beyond
<b>Bridge Strengthening and Replacement</b>					
U22/10	Burnfoot Bridge, near Darvel	Replacement – Near tender ready. Land acquisition outstanding		£444,000	
C127/10	Low Ashyard Bridge	Infilling of bridge by Historical Railways Estate. EAC part contribution	£5,000		£180,000
U26/10	West Clerkland Bridge, near Stewarton	Replacement – currently closed to traffic; near tender ready. CPO required to obtain land acquisition. Construction likely to be in future year programme	£12,000		£300,000
B730/10	Littlemill Bridge, near Rankinston	Replacement - near tender ready; land acquisition to be concluded; construction likely to be in future year programme		£6,000	£720,000
A71/280/C80	Mathews Burn Culvert, West Donnington St, Darvel	Replace section of culvert below West Donnington Street; design on going and near tender ready, land acquisition to be concluded.	£5,000	£144,000	
B713	B713 Road Slip south of Sorn	Detailed design and construct sheet piled wall		£312,000	
B705	B705 Road Slip centre of Catrine	Detailed design		£18,000	£720,000
B705	B705 Road Slip north of Catrine	Detailed design		£18,000	£360,000
Various	Investigative works	Topographical surveys, paint surveys, etc		£6,000	£6,000
C108/00/C44	Gateside Farm Culvert	Replacement with box culvert units – contract awarded – start March 2022		£102,000	
A735/130/C58	Gills Burn Culvert, Dunlop	Part deck replacement and Retaining Wall Repairs - design in 2022/23 and	£10,000		£180,000

		construction in future year programme			
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Structure Reference	Structure Name	Proposed Works	Revised Estimate of Projects C/F into 2022/23	Estimate of new projects for 2022/23	Estimate Future Years 2023/2024 & beyond
U45/10	Kirkland Bridge, Springside	Replacement of boundary bridge - North Ayrshire Council is lead authority. East Ayrshire Council funding 50% in 2022/23	£54,000		
U751/10	Crossflats Bridge	Replacement – design by consultant	£60,000		£390,000
U760/00/C93	Glenhead Culvert	Replacement		£42,000	
U740/10	Barbieston Bridge	Boundary Bridge Replacement – design by consultant		£24,000	£600,000
	Cessnock Ave, Hurlford	Retaining Wall replacement		£36,000	
U44/10	Bruntland Bridge	Strengthen and refurbish		£24,000	£300,000
	<b>Upgrade Works identified from inspections</b>				
B705/10/C91	Cowan Place Culvert, Catrine	Masonry repairs/scour repairs	£24,000		
B705/20	Shellies Bridge, Catrine	Scour repairs; masonry training wall repairs and culvert extension – Consultant appointed to undertake design & works ongoing; land acquisition required. Construction in future year programme	£6,000		£144,000
A71/300	Priestland Bridge	Retaining Wall strengthening – finalise design, conclude land acquisition/servitude and construct	£120,000		
U764/10	Glenmuir Bridge	Scour repairs	£42,000		
A70/130/W31	Thornwood Wall, Lugar	Replacement - Consultant appointed to undertake design which is ongoing; land acquisition required. Construction in future year programme	£6,000		£360,000
	Queens Crescent, Newmilns	Replace riverbank retaining wall	£325,000		
	Galston to Newmilns Cyclepath	River realignment works – additional rock armour works	£72,000		

	B741 Coal Glen Embankment Slip, near Dalmellington	Ground investigation complete. Consultant finalizing design & tender package. Land acquisition required. Construction potentially in 2022/23.	£24,000	£360,000	
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Structure Reference	Structure Name	Proposed Works	Revised Estimate of Projects C/F into 2022/23	Estimate of new projects for 2022/23	Estimate Future Years 2023/2024 & beyond
A713/60/C6 1	Polnessan Upper Bridge	Extension of culvert. Design and land acquisition in 2022/23. Construction in future year programme.	£24,000		£180,000
C90/35/CG0 2	Cattle Grid	Replacement of cattle grid and bypass improvement.. Tender ready. Est £30,000 Funded by WF developer			
A736/60/C8 4	Lochridge Culvert	Masonry and drainage repairs	£60,000		
F/LUGA/10	Logan to Park Terrace Footbridge, Lugar	Replacement of footbridge deck.on refurbished abutments. Consultant design ongoing		£150,000	
B705/20/C6 8	Smithy's Culvert, near Catrine	Replace with box units - future year programme			£84,000
B741/40/C7 9	Polmathburn Bridge, near Dalmellington	Replace damaged deck slabs - future year programme			£90,000
A71	Dundonald Rd Bridge	Refurbish – replace expansion joints, waterproofing, drainage, surfacing – design. Construction in future year programme.		£36,000	£1,200,000
A71	Riccarton Viaduct	Refurbish – paint, replace expansion joints, waterproofing, drainage, surfacing – design. Construction in future year programme.		£36,000	£1,440,000
A71	River Irvine Bridge	Refurbish – paint, replace expansion joints, waterproofing, drainage, surfacing - design. Construction in future year programme.		£36,000	£2,040,000
B741/50	Nith Lodge Bridge	Replacement. Appoint consultant for design and construction in future year	£54,000		£480,000
	Annick Water, Stewarton	Replacement of collapsing gabion training wall. Detailed design by consultant and construction		£378,000	
U/LOGA/10	Old Lugar Bridge	Strengthening, masonry repairs and scour protection	£300,000		
C129/30	Chapelton Bridge	Masonry repairs, Parapet heightening and scour protection	£120,000		

C85/10	Fenwick Bridge	Masonry refurbishment	£24,000		£150,000
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Structure Reference	Structure Name	Proposed Works	Revised Estimate of Projects C/F into 2022/23	Estimate of new projects for 2022/23	Estimate Future Years 2023/2024 & beyond
B7036/10	Lugar Bridge, Ochiltree	Major refurbishment – design in FY 2022/23, construction in future year		£24,000	£840,000
U720/20	Lane Burn Bridge	Masonry refurbishment	£70,000		
U/KMCK/20	West Shaw Street Bridge	Strengthen and Refurbishment			£600,000
C135/20	Avon Bridge	Masonry and scour repairs		£36,000	
U736/10/C65	Sykeside Bridge	Scour repair		£24,000	
U729/00/C64	Hayhiolm Bridge	Masonry and Scour repairs		£36,000	
U729/00/C71	Barry Burn Culvert	Masonry and Scour repairs		£36,000	
U730/00/C37	Culvert	Masonry and Scour repairs		£36,000	
C36/10	Nith Bridge	Masonry parapet rebuild and repairs		£60,000	£60,000
A70/100	Gatehouse Bridge	Parapet heighten, scour repairs & masonry repairs		£24,000	£180,000
A70/110/C46	Rose Burn Bridge	Masonry and scour repairs		£24,000	£120,000
	Broomknowe Retaining Wall	Design in 2022/23, construction in future years		£24,000	£150,000
W/MUIR/20	Muirkirk Shops Retaining Wall	Design in 2022/23, construction in future years		£24,000	£150,000
	<b>Parapet Upgrades</b>				
A70/70	Burnock Bridge, Ochiltree	Parapet and other masonry repairs	£216,000		
A713/90	Dunaskin Bridge, Waterside	Widening to create footway and replace both masonry parapets - design ongoing.	£70,000		
A735/20	Victoria Bridge, Kilmarnock	Site works ongoing re replacement of substandard vehicle parapets; deck expansion joints and paint superstructure, waterproofing and resurfacing	£570,000		

B743/80	Cleuch Bridge, Sorn	Upgrade of parapets and install footway	£90,000		
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Structure Reference	Structure Name	Proposed Works	Revised Estimate of Projects C/F into 2022/23	Estimate of new projects for 2022/23	Estimate Future Years 2023/2024 & beyond
A713/70/C53	Drumgrange Bridge	Upgrade of parapets, masonry repairs – works ongoing	£6,000		
C134/10	Ranoldcoup Bridge, Darvel	Masonry repairs and heighten parapets	£24,000	£240,000	£48,000
B769/40	Corsehill Mill Bridge	Parapet replacement – design in FY 2021/22		£12,000	£150,000
B7082/10	Townhead Bridge	Parapet replacement		£150,000	
B743/135/C50	Beacon Hill Culvert	Headwall Repairs			£36,000
W/NCUMN/10	Burnside Retaining Wall	Replacement	£36,000		
U8/00/C8	Hendryton Burn Culvert	Scour and masonry repairs	£48,000		
	<b>Rail Incursion</b>				
C23/10	Rigg Road Rail Bridge, Cumnock	Safety fencing - future year programme			£20,000
	<b>Non ARA Council Footbridges</b>				
	Various sites	Design, investigation		£120,000	£120,000
F/HURL/10	Portland Brae Footbridge	Load Assessment, paint and replace concrete planks	£230,000		
F/CATR/20	Institute Ave Footbridge, Catrine	Refurbishment	£72,000		
	<b>Principal Inspections</b>				
	Various	Principal Inspections of bridge stock by consultant and in-house staff		£216,000	
		<b>TOTAL</b>	<b>£3,037,000</b>	<b>£3,000,000</b>	<b>£12,434,000</b>

		<b>TOTAL (Estimated Carry Forward + new allocation)</b>	<b>£6.037m</b>	
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## APPENDIX 4: Traffic, Transportation and Road Safety Programmes 2022/23

### (i) Road Safety Programme

Town/Route	Location	Proposed Scheme
Hurlford	A71/B7073 roundabout	AIP junction assessment
Kilmarnock	Hurlford Road	30mph speed limit extension
Auchinleck	Barony Road	Speed Limit extension and gateway improvements
Dalmellington	High Main Street, Churchill, Knowehead	Road safety improvements
B742 Dalrymple	B742 gateway entrance to Dalrymple	Enhanced gateway features including vehicle activated sign
B7034 Hollybush	Hollybush	30mph speed limit
A713 Waterside	Waterside	50mph speed limit
Auchinleck	Various	Waiting restriction amendments
Lugton	Dunlop Road	Speed limit signing improvements
Galston	Brewland Street	Extension of 30mph speed limit
Kilmarnock	A71 Campbell St off slip	Signalisation assessment
Kilmarnock	A71 West of Bellfield I/C	Road safety signing
Stewarton	Dunlop Road	Pedestrian Refuge

### (ii) Safer Neighbourhoods

Town	Location	Proposed Scheme
Mauchline	Cowgate	Traffic management review
Kilmarnock	Prestwick Place, Fardalehill	Traffic management
Kilmarnock	Sutherland Drive	Traffic calming

Galston	Cessnock Road at Bowling Club	Pedestrian build-out
Mauchline	Mansfield Road	Traffic management review
Stewarton	Various roads	20mph speed limit orders amendments
Kilmarnock	Whattriggs Road	20mph speed limit amendments
Cumnock	Glaisnock Road	Possible speed reduction measures
Kilmarnock	Foregate Square	Permanent pedestrianisation scheme
Various	Various locations	Vehicle activated signs upgrade

### (iii) Rural Route Action Plans

Route	Proposed Scheme
B778	B778 Fenwick to Stewarton Route Study

### (iv) Cycling, Walking and Safer Streets (CWSS)

Town	Location	Proposed Scheme
Crosshouse/Kilmarnock	B7038 Kilmarnock to Crosshouse	Cycle route between Fardalehill and Crosshouse via hospital
Crookedholm	Grougar Road	Grougar Rd localised road widening and pedestrian crossing facility
Fenwick	Kirkton Rd/Main St – Fenwick PS	Pedestrian improvements/school street investigation
Dunlop	A735 Lugton Road	Pedestrian crossing improvements
Dalrymple	B742 Barbieston Road	Traffic calming and pedestrian crossing facilities
Mauchline	Loudoun Street	Pedestrian crossing assessment
Kilmaurs	Main Street	Improved pedestrian facilities
Crosshouse	Crosshouse-Dundonald	Cycle route feasibility study
Cumnock	Netherthird	School Streets Project
Newmilns	Loudoun Road	Pedestrian Crossing Investigation
Crosshouse	B751 Gatehead Road	Pedestrian Crossing Installation
Kilmarnock	Kilmaurs Rd at Hillhead PS	Pedestrian Crossing Installation
Darvel	East Main St/Murdoch Road	Junction sightline improvement

Various	Various locations	Cycle and scooter parking at schools and other locations
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**(v) Strathclyde Partnership for Transport (SPT)**

<b>Location</b>	<b>Project</b>
Kilmarnock	Phase 3 refurbishment of Kilmarnock bus station to upgrade concourse and stance areas.
Kilmarnock	Glasgow Road bus park & ride
Fenwick	Footway improvements for access to X77 bus service

**(vi) Sustrans**

<b>Location</b>	<b>Project</b>
Hurlford	Hurlford Street Design Project
N/A	East Ayrshire Active Travel Strategy