
NORTH AYRSHIRE COUNCIL

17 March 2020

Cabinet

Title: Roads, Structures and Street Lighting Maintenance Programme 2020/21

Purpose: To seek Cabinet approval of the proposed Roads, Structures and Street Lighting Maintenance Programme for 2020/21.

Recommendation: That Cabinet (a) notes the approach taken to determining the asset maintenance programme for roads, structures and street lighting; (b) approves the maintenance programme for 2020/21, as detailed at Appendix 1a and 1b; and (c) notes that the programme will be issued to the Locality Planning Partnerships for information.

1. Executive Summary

- 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 1040km. The core roads assets are currently estimated at a value of approximately £1.7 billion.
- 1.2 The Council's Roads Service has adopted an asset management approach to allocate available road, structures and street lighting maintenance funds to locations that will offer the best return on the investment.
- 1.3 The Roads Asset Management Plan (RAMP) and the roads assets maintenance strategy follows the recommendations contained within the 'Well Maintained Highways Code of Practice', ensuring that the Council's statutory obligations as delegated Roads Authority are met.
- 1.4 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 that the Council is providing value for money on any investment attributed to road maintenance.
- 1.5 The proposed Roads, Structures and Street Lighting Maintenance Programme 2020/21 is attached at Appendix 1a and 1b. The Programme is based on available Revenue and Capital budgets and reflects a total investment of £5.9 million for the year in our roads, structures and lighting assets.

2. Background

- 2.1 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. The Council has no responsibility for the maintenance of the Trunk Road Network which falls to Transport Scotland and their management contractor, Scotland Transerve. 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.
- 2.2 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.
- 2.3 The proposed Roads, Structures and Street Lighting Maintenance Programme for 2020/21 has been produced using the associated Lifecycle Plans, and developed in accordance with the strategy contained within the Roads Asset Management Plan (RAMP). The Lifecycle Plans inform decisions on the location and type of maintenance treatments that will deliver the maximum return on investment and ensures the provision of an effective road network throughout North Ayrshire.
- 2.4 Road Condition is measured nationally through the Scottish Road Maintenance Condition Survey (SRMCS). The measure in place, the Road Condition Index (RCI), records the percentage of the Council's roads which should be considered for maintenance. North Ayrshire's current RCI is 37.3 which is an improvement from 38.1 in 2018 and from 39.1 in 2017. However, the estimated carriageway maintenance backlog figure for North Ayrshire is currently £34.8 million. The 'steady state' figure for maintaining our roads at their present condition is £4.3 million per year. The allocated capital budget supported by revenue funding is £4.3 million for 2020/21. This is therefore expected to maintain our road assets at least at steady state.
- 2.5 Road lighting condition is measured through programmes of structural and electrical assessment and testing, which are prioritised through 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. The estimated lighting maintenance backlog figure for North Ayrshire is currently £23.5 million. The 'steady state' figure to maintain lighting assets at their current condition is £1.06 million. The Capital budget for next year is £750,000, however the Capital budget has been reprofiled for 2021/22 and 2022/23 to increase expenditure to £1.25 million, before it returns to £1 million in 2023/24 onwards.
- 2.6 Bridge and retaining wall condition is evaluated through a robust inspection programme. General inspections are undertaken every 2 years, while an in-depth 'principal inspection' is carried out every 6 years. The results of the inspections are 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). The BSClav is currently 86.32 (2018/19 figure) with a target of 90. The rate of decrease of the BSClav has lessened since the capital budget for structures was introduced several years ago. It is estimated that the cost of maintaining our bridges and retaining walls in a 'steady state' is £870,000. The allocated capital budget supported by revenue

funding is currently £710,000. This will be kept under review and a reprofiling of the capital investment budget will be considered going forward.

- 2.7 Details of how condition assessments are carried out and how roads, structures and lighting locations are prioritised for inclusion in our Maintenance Programme are provided in Appendix 2. The assessment matrix used for scoring and ranking footways for inclusion in our footway resurfacing programme is attached in Appendix 3. The assessment matrix used for scoring and ranking structures for inclusion in the Structures Maintenance Programme is attached in Appendix 4.

3. Proposals

- 3.1 That Cabinet notes the approach taken to determining the asset maintenance programme for roads, structures and street lighting.
- 3.2 That Cabinet approves the maintenance programme for 2020/21, as shown at Appendix 1a and 1b.
- 3.3 That Cabinet notes that the programme will be issued to Locality Planning Partnerships for information.

4. Implications/Socio-economic Duty

Financial

- 4.1 The Roads, Structures and Street Lighting Maintenance Programme will be delivered from available Capital and Revenue budgets. Estimated costs for the prioritised works identified are detailed within the appendices.

Human Resources

- 4.2 Delivery of the programme will be met from the existing staff resource.

Legal

- 4.3 North Ayrshire Council has a statutory obligation to manage and maintain its public road network under the terms of the Roads (Scotland) Act 1984.

Equality/Socio-economic

- 4.4 There are no equality implications. The maintenance programme contributes to the Council's socio-economic duty, as well-maintained roads are essential for the social and economic prosperity of North Ayrshire.

Environmental and Sustainability

- 4.5 Effective programming and management of these assets assists in reduced carbon associated with mobilisation of unplanned reactive maintenance resources and extends the use of assets in a cost effective and sustainable manner.

Key Priorities

- 4.6 Effective management of these assets contributes to a number of Council plan objectives, including ensuring that North Ayrshire is well-connected with effective infrastructure and that we maximise resources and provide value for money.

Community Wealth Building

- 4.7 The maintenance programme contributes to Community Wealth Building as a proportion of the maintenance programme is delivered by local contractors and in-house by the Roads Operations Team and Building Services.

5. Consultation

- 5.1 The maintenance programme once approved will be shared with each Locality Partnership.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **David Hammond, Interim Head of Commercial Services**, on Tel: **01294 324750**.

Background Papers

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Mainland Roads Programme 2020/21

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
A736 Bank Street	Irvine	Stuart Drive to Galt Ave	£70,000
A737 Irvine Road	Kilwinning	Buckreddan to Eglinton Park Gates	£130,000
A737 Marress Road	Irvine	Fullarton church to Traffic Lights, Northbound	£151,000
A738 High Road	Saltcoats	Dalry Road to first island eastbound	£56,000
A738 Roundabout with B752	Stevenston	Bus lane, part lengths	£35,000
A760	Kilbirnie	Roundabout at Main Street to Roundabout at School Road and towards Milton Park	£75,000
A760	Largs	Amenity Site to Crematorium	£82,000
A760	Largs	East of Mills milk entrance	£146,000
A760	Largs - Kilbirnie	West of Roudenburn Farm	£52,000
B7047 Meadowfoot Road	West Kilbride	Roundabout to Lawfield Ave (half width)	£65,000
B7080 Long Drive	Irvine	Near BP to Roundabout and from roundabout North to Surfacing joint	£110,000
B7081	Irvine	Newmoor Interchange to just past the industrial estate entrance	£70,000
B7081 Corsehill Mount Road	Irvine	Roundabout to Dunlop Crescent	£110,000
B714	Dalry	C87 to St Andrews Gardens	£198,000
B769	Irvine	Cunninghamhead northwards to 7.5t limit sign	£65,000
B780	Ardrossan	Munnoch reservoir to B781	£118,000
C129	Irvine	B769 to EAC boundary	£25,000
Auchenharvie Road	Saltcoats	Full Length	£50,000
Baidland Avenue	Dalry	Number 1 to Number 71	£26,000
Bankhouse Avenue	Largs	Main Road to Number 14	£20,000
Blairlands Drive	Dalry	Full Length	£20,000
Braidwood Road	Kilwinning	Full Length	£49,000
Burns Crescent	Irvine	Full Length	£70,000
Caledonia Road	Saltcoats	Argyle Road to Ardrossan Road	£70,000
Cathkin Place	Kilwinning	Full Length	£20,000
Duddingston Avenue	Kilwinning	Cul-de-sacs	£60,000
Fudstone Dr / Mossend Ave	Kilbirnie	Including Junctions	£74,000

Mainland Roads Programme 2020/21

Glenriddet Avenue	Kilbirnie	Full Length	£55,000
Gogo Street	Largs	Stanlane Place to Railway	£17,000
Hamilton Street	Saltcoats	Full Length	£97,000
Houston Crescent	Dalry	Full Length	£22,000
Kilsyth Crescent	Irvine	Full Length	£22,000
Lawson Drive	Ardrossan	Ashgrove Road to St Margarets Road	£73,000
Love Street	Kilwinning	Fergushill Road to No. 3	£10,000
McCluckie Drive	Kilwinning	Full Length	£58,000
Montfode Drive	Ardrossan	Part Length	£85,000
Old Stewarton Road	Irvine	Dawn Homes Site to Perceton Roundabout	£95,000
Parkside	Irvine	Full Length	£30,000
Park Road	Ardrossan	Full Length	£28,000
Pladda Road	Saltcoats	Pladda Road	£6,000
Riverwalk	Kilwinning	Full Length	£28,000
Skelmorlie Castle Road	Skelmorlie	Innespark to Long Hill	£35,000
Station Road	Fairlie	Junction A78 to Montgomerie Drive	£15,000
Sundrum Place	Kilwinning	Sundrum Place	£36,000
Sycamore Avenue	Beith	Full Length	£26,000
Toward View	Skelmorlie	Full Length	£20,000
Victoria Road / Kinnear Rd	Saltcoats	Gladstone Road to Kerr Avenue	£35,000
Woodlands Avenue	Irvine	Caldon Road to Mossgiel Drive	£50,000
			£2,860,000

Mainland Roads Programme 2020/21

<i>Carriageway Screeding</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
C18	Ardrossan	Part Length	£60,000
C56	Fairlie	Fairlie Moor Road	£80,000
C69	Beith	C68 to B706 at Greenhills	£30,000
C80	Kilbirnie	Part Length	£116,000
C131	Kilwinning	Bannoch Road to B778 Junction	£12,000
U1	Irvine	B769 to C6	£34,000
U2	Irvine	A736 at Annick Lodge to C6	£20,000
U11 / U12	Beith	C19 to U11 at Roughwood	£19,000
U21	Kilwinning	B778 to C5	£27,000
U26	Kilbirnie	Geirston (Part Length)	£40,000
U28	Beith	Greenhills / Hessilhead B706 to B777	£20,000
U44	Kilbirnie	Middleton	£4,000
U52	Kilwinning	Redwells, Fergushill Hall to Megswell Bridge	£22,000
U54	Kilwinning	Burrowlands to Sevenacres Mill Bridge	£16,000
			£500,000

<i>Vehicle Restraint System Improvements</i>			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			£50,000

<i>Patching Contract</i>			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			£150,000

Mainland Roads Programme 2020/21

<i>Footway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Ardneil Court Footpaths	Ardrossan	Part Length	£44,200
Scott Place	Saltcoats	Part Length	£2,000
Iona Court	Dreghorn	Numbers 22 - 27 & underpass at gable no 22	£3,000
Kilsyth Crescent	Irvine	Part Length	£2,000
Moorfoot Way	Irvine	Numbers 14 - 34	£3,000
Pladda Crescent	Irvine	Numbers 6 - 10	£1,800
Craignaw Place	Irvine	Part Length	£3,000
Heatherstane Bank	Irvine	Number 91 to Gable 77	£1,000
Overtoun Road	Springside	Opposite nursery and outside Premier Stores	£6,000
Castlepark Circle	Irvine	Lomond Place to Katrine Place	£22,000
Sillars Meadow	Irvine	Footpaths only	£13,000
Fullarton Footpaths	Irvine	Including Footbridge	£9,000
Sersley Drive	Kilbirnie	Full Length	£18,000
Walker Street	Kilbirnie	Full Length	£5,000
Prestonfield	Kilwinning	Junction Annanhill to road end, from No.32 into parking area	£30,000
Gullane Place	Kilwinning	Full Length	£15,000
Nairn Court	Kilwinning	Full Length	£4,000
Abbots Avenue	Kilwinning	Full Length even numbers.	£15,000
Annanhill Place	Kilwinning	Full Length	£15,000
Evelyn Terrace	Kilwinning	Next to Number 37 + footpath to school	£9,000
Brisbane Street	Largs	Part Length	£26,000
Nelson Street	Largs	Part Length	£18,000
Clyde Street	Millport	Part Length	£11,000
Bellard Road / Weston Terrace	West Kilbride	Full Length	£24,000
			£282,000

Mainland Roads Programme 2020/21

<i>Lighting Deteriorated Infrastructure Replacements</i>		
<i>Area</i>	<i>Town</i>	<i>Estimate Cost</i>
Alloway Place Armour Place Burnfoot Lane Harvey Gardens Linnburn Terrace Mossgiel Road Whitlees Court Afton Place Burns Terrace	Ardrossan	£152,000
Larch Terrace	Beith	£26,000
Friars Lawn Byrehill Drive f/p to Pennyburn Byrehill Avenue Simpson Place Byrehill Place Cranberry Moss Road Abbots Place Dovecot Lane Bankhead Church Street Winton Avenue	Kilwinning	£175,200
Barnett Court Berchem Place Duguid Drive Glebe Street Halkett Place Kinnier Road Lochlea Road Victoria Road Glebe Place Glencairn Street Chapelwell Street Eglinton Place	Saltcoats	£90,000
South Road Merlewood Road, Seamill Weston Terrace Hyndman Road, Seamill	West Kilbride	£46,000
Windsor Gardens Viking Way Chapelton Way	Largs	£68,000
		£557,200

Mainland Roads Programme 2020/21

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

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

<i>Structures Projects</i>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Stanley Place Footbridge	Saltcoats	Assessment & strengthening/ Rail bridge	£80,000
Multi Storey Car Park	Irvine	Load assessment & scheme development	£250,000
Kirkland Bridge	Busbiehill	Replacement (cost shared with EAC)	£60,000
			£390,000

Carriageway Resurfacing: £2,860,000

Carriageway Screeding: £500,000

Footway Resurfacing: £282,000

Vehicle Restraint System Improvements £50,000

Patching Contract £150,000

Lighting Infrastructure Replacements: £557,200

Deteriorated Column Replacements: £150,000

Deteriorated Column Inspections: £50,000

Structures Projects: £390,000

Overall Mainland Total: £4,989,200

Arran Roads Programme 2020/21

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
A841	Brodick	Brodick Primary School to Cloy Bridge	£102,000
A841	Brodick	North of Market Road to West of Co-op	£100,000
A841	Whiting Bay	Largiemhor House to Ashdale Way	£65,000
B880	Shiskine	Bridgend to Shiskine 30 mph signs	£93,000
B880	Shiskine	Surface dressing at Balmichael to past Balmichael House Junction	£62,000
C147	Lochranza	West of ferry terminal southwards to Sailors Grave	£80,000
C147	Pirnmill	South of Lenniemore southwards to South of Auchamore entrance	£125,000
Hospital road	Lamlash	From Margnaheglis Road Junction	£22,000
Manse Road	Lamlash	Full Length	£66,000
Margnaheglis Road	Lamlash	From A841 to Junction Hospital road	£25,000
			£740,000

<i>Footway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
The Avenues	Lamlash	Full Length	£5,000
Park Terrace	Lamlash	Part Length	£8,000
Silverhill	Whiting Bay	Part Length	£5,000
			£18,000

<i>Structures Projects</i>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Catacol Burn Bridge	Catacol	Scour damage repairs	£80,000
Pirnmill	Pirnmill	Replacement of road retention structure	£90,000
			£170,000

Carriageway Resurfacing: £740,000

Footway Resurfacing: £18,000

Structures Projects: £170,000

Overall Arran Total: £928,000

Condition Assessment and Prioritisation Process

- 1.1 The Audit Scotland follow-up report, “Maintaining Scotlands Roads”, published in August 2016, stated that Councils should use their RAMPs to establish long term investment plans for maintaining the road network taking into account whole-life costing and treatment options.
- 1.2 As part of the Roads Asset Management process, annual condition assessments are carried out on the public road network as part of the inspection regime. All locations are assessed using a risk based approach.
- 1.3 Condition assessments are carried out simultaneously with the Safety Inspections in accordance with the pre-determined timescales contained within our Safety Inspection Manual. All faults noted during these inspections are logged within our electronic Routine Maintenance System (RMS).
- 1.4 For carriageways, to take account of whole-life and different treatment options the carriageway maintenance programme is developed using road asset management principles. Lifecycle planning is at the core of this approach and takes into account, hierarchies, condition and local community priorities. Preventative treatments are used to prolong the life of carriageway surfaces before their condition deteriorates and requires extensive resurfacing.
- 1.5 The main factors considered are:-
 - Road Condition – based on detailed visual inspection and the Scottish Road Maintenance Conditions Survey (SRMCS).
 - Road Hierarchy – this takes account of the strategic importance of the road and is determined from our Local Transport Plan.
 - Assistance to Council and Community Priorities – this takes account of other priorities such as economic development, access to shops, amenity housing or schools.
- 1.6 Carriageways and footways are both condition assessed and scored in accordance with the assessment table below. Where the condition assessment score (referring to table below) is assessed as being 11 or more, then a priority assessment is carried out, in accordance with the Scheme Assessment Form attached as Appendix 3.

Assessment Table

Extent	CONDITION			
	1 (Acceptable)	2 (Safe but poor appearance)	3 (Minor deterioration)	4 (Major deterioration)
1 - Up to 25%		5	9	13
2 – 25% to 50%		6	10	14
3 – 50% to 75%		7	11	15
4 – 75% to 100%	4	8	12	16

Each location that progresses onto the prioritisation process is rated using the additional criteria contained in the Scheme Assessment Form and is placed on the strategic list of priorities relative to its score. Each location is also reviewed at least once a year depending on its location within the Roads Hierarchy as part of the routine inspection process.

- 1.7 There are various types of surfacing materials and processes available depending on the particular road type, location and level of existing deterioration. Options available for treatment include preventative measures such as surface dressing, micro surfacing or asphalt preservation. Resurfacing options such as screeding, resurfacing (inlay and overlay), retread and overlay and depending on the severity of deterioration full reconstruction may be the most effective option.
- 1.8 The level of investment associated with the varying treatment types identified in the table below was established using the Society of Chief Officers of Transportation in Scotland's cost projection model, developed as part of the Roads Asset Management Planning project. The model assists with identifying the effect of various treatments on the on-going condition of the carriageway. This enables a more accurate design life for the treatments currently available to be developed and ensuring value for money on their use. An option appraisal matrix has also been developed to assist with the identification of the most appropriate treatment to be used at each location.

Treatment Option Table

Treatment Option	Cost / Sqm	Extension to life
Surface Dressing	£3.30	Up to 10 years
Micro Surfacing	£11.35	7 – 10 years
Asphalt Preservation	£5.00	Up to 5 years
Screeding	£9.00	5 – 10 years
Retread	£22.50	Up to 20 years
Inlay HRA	£18.00	Up to 20 years
Inlay SMA	£18.00	Up to 10 years
Overlay <100mm	£20.70	Up to 20 years
Inlay 100mm	£27.26	Up to 20 years
Reconstruction 300mm	£112.40	Up to 20 years

- 1.8 Street Lighting column replacement is prioritised through non-destructive strength testing to determine the level of deterioration associated with the columns. Following testing, columns are categorised within the Asset Management database for road lighting.
- 1.9 Testing is carried out in accordance with the Institute of Lighting Engineer's Technical Report No.22 Managing a Vital Asset: Lighting Supports as well as UK Lighting Board Code of Practice: Well-lit Highways.
- 1.10 Once results are input, the database then compares these results against the more general age profile to determine a final list of priority repairs. This produces recommendations in order of priority for both individual units and whole streets or areas.
- 1.11 Recommendations are generally categorised as Category A through K as follows:
- A: Immediate replacement
 - B: Replace urgently or reinspect within 6 months
 - C1: Column Material failure, replace as soon as possible or reinspect within 1 year
 - C2: Bracket failure, sleeve where possible or replace unit within 1 year
 - D: Foundation failure, realign, reinstate and reinspect within 6 months

- E: Material approaching failure, replace as part of planned maintenance programme or reinspect within 2 years
- F: Material approaching failure, replace as part of planned maintenance programme or reinspect within 5 years
- G: Condition reasonable, but age expired and certified insured for 2 year periods until replaced
- H: Condition reasonable, but age expired and certified insured for 5 year periods until replaced
- I: Acceptable condition but age expired and insured for 5 years periods until replaced.
- J: Sound condition but age expired & visually poor (evidence of concrete cracking etc.)
- K: Sound condition and not age expired – no current requirement for strength structural inspection, visual only at planned maintenance cycle.

1.12 Where non-urgent replacement recommendations (Category F through to J) are on an individual column basis, the data is further analysed to determine a percentage value for recommended replacement numbers against the balance of units in a street. If this figure exceeds 30% then the entire street will be considered for higher prioritisation which will address the design class standard of the street beyond individual replacement for safety reasons only.

1.13 The structures programme is identified based on the structures prioritisation matrix which ranks assets based on a number of factors including its condition, safety, and usage.

North Ayrshire Council - Roads Carriageway Scheme Assessment Form



Appendix 3

Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **CARRIAGEWAY**

Rated By:

Date Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		4	
2. Maintenance Category		2	
3. Public Liability Claims / Fault Reports / Complaints		1	
4. Assistance to Other Priorities		1	
Total Priority Score:			

Treatment Type:					
Length:		Breadth:		Area:	
Patching Required:	Area:			Depth:	
Kerbing Required:	Length:				

Additional Comments

Assessed By:	
Assessment Date:	
Checked By:	

Reassessed By:	
Reassessment Date:	
Checked By:	

North Ayrshire Council - Roads Carriageway Resurfacing Scheme Priority System

General

The weighting system devised enables the programme of carriageway resurfacing schemes to be objective, rated against a number of important criteria.

Scoring System			
Criteria	Maximum Score	Weighting	Score
1. Condition	16	4	64
2. Maintenance Category	22	2	44
3. Public Liability Claims / Fault Reports / Complaints	6	1	6
4. Assistance to Other Priorities	14	1	14
Maximum Total:			128

1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition → Extent ↓	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%		5	9	13
2 – 25% - 50%		6	10	14
3 – 50% - 75%		7	11	15
4 – 75% - 100%	4	8	12	16

2. Maintenance Category - Local Transport Strategy (LTS)

Maintenance Category	Score
Strategic Routes - (A760 / A736 / A71)	22
Main Distributor Routes	15
Secondary Distributor Routes	11

3. Public Liability Claims / Fault Reports / Complaints

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

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

4. Assistance to Other Priorities

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

- 2 - Adjacent to Local Shops
- 4 - Adjacent to Amenity Housing, Residential Care Homes and Medical Centres
- 6 - Adjacent to Schools, Leisure Facilities and Tourist Attractions
- 8 - Business Parks and Industrial Estates
- 10 - Access to Train Stations and Park & Ride facilities
- 14 - Town Centre

North Ayrshire Council - Roads

Footway & Footpath Scheme Assessment Form



Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **FOOTWAY**

Rated By:

Date of Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		4	
2. Importance / Accessibility		2	
3. Public Liability Claims / Fault Reports / Complaints		1	
4. Assistance to Other Priorities		2	
Total Priority Score:			

Treatment Type:					
Length:		Breadth:		Area:	
Kerbing Required:	Length:				

Additional Comments

Assessed By:	
Assessment Date:	
Checked By:	

Reassessed By:	
Reassessment Date:	
Checked By:	

North Ayrshire Council - Roads Footway & Footpath Resurfacing Scheme Priority System

General

The weighting system devised enables the programme of footway & footpath resurfacing schemes to be objective, rated against a number of important criteria.

Scoring System			
Criteria	Maximum Score	Weighting	Score
1. Condition	16	4	64
2. Importance / Accessibility	5	2	10
3. Public Liability Claims / RMS Faults / Complaints	6	1	6
4. Assistance to Other Priorities	10	2	20
Maximum Total:			100

1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition Extent ↓	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%		5	9	13
2 – 25% - 50%		6	10	14
3 – 50% - 75%		7	11	15
4 – 75% - 100%	4	8	12	16

2. Importance / Accessibility

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

3. Public Liability Claims / Fault Reports / Complaints

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

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

4. Assistance to Other Priorities

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

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

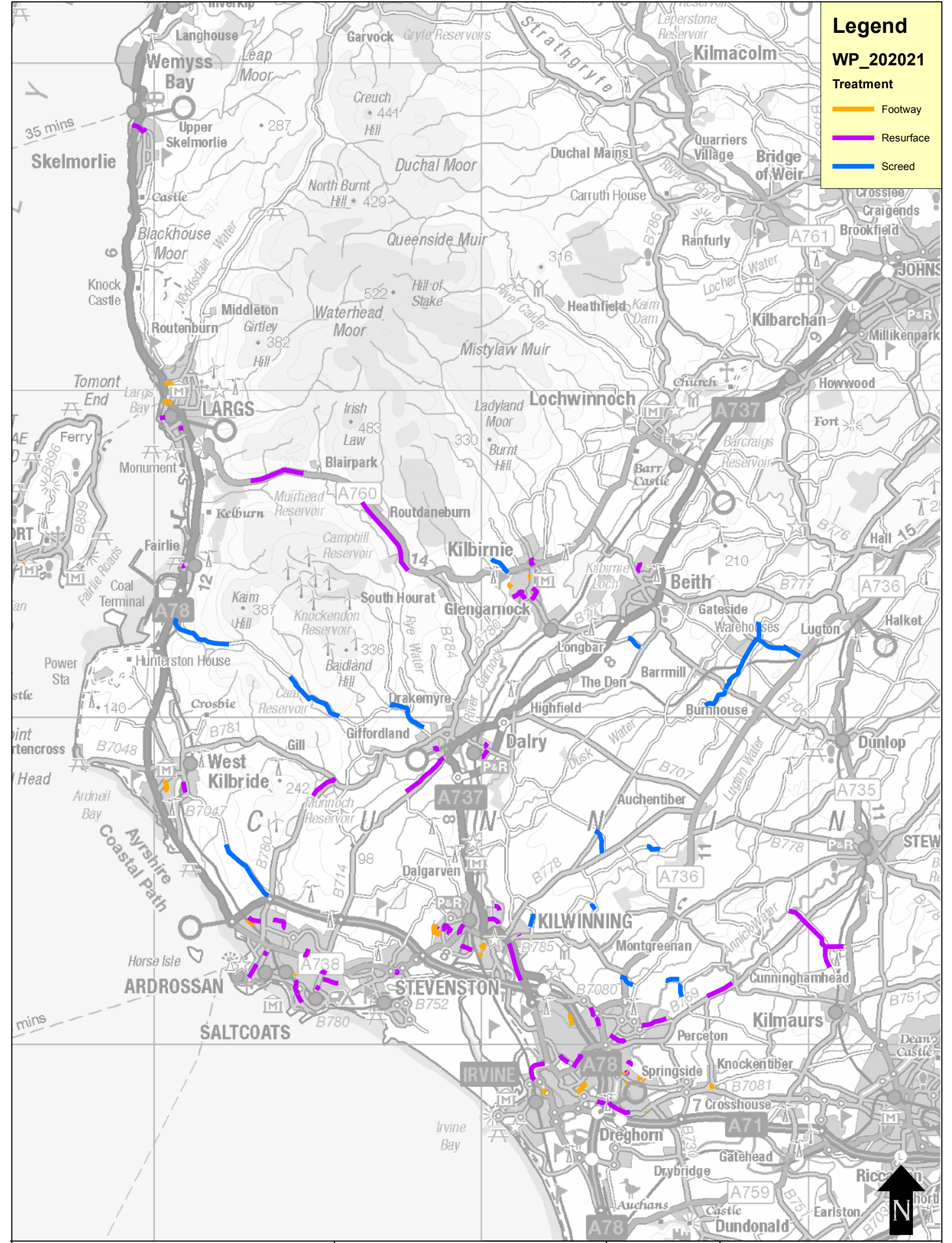
Structure Name: Date when the scoring is carried out:					Enter score based on the description in the following coloured cells		
Priority Ranking for structure capital programme					Structure Name:		
No.	Factors	Maximum Score			Structure Score Input	Net score	% of total Score
1	Type of Bridge	1	Score 1 if road bridge and 0 if foot bridge	Culverts, Subways which carry road shall be considered as road bridge as per this scoring system. Structures which carry only pedestrians, cyclists and equestrians shall be considered as footbridge.		NA	0%
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.



Legend

WP_202021

Treatment

Footway

Resurface

Screed

Title:

Mainland Roads Programme
2020 / 2021

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NORTH AYRSHIRE
COUNCIL
Commercial Services
Roads

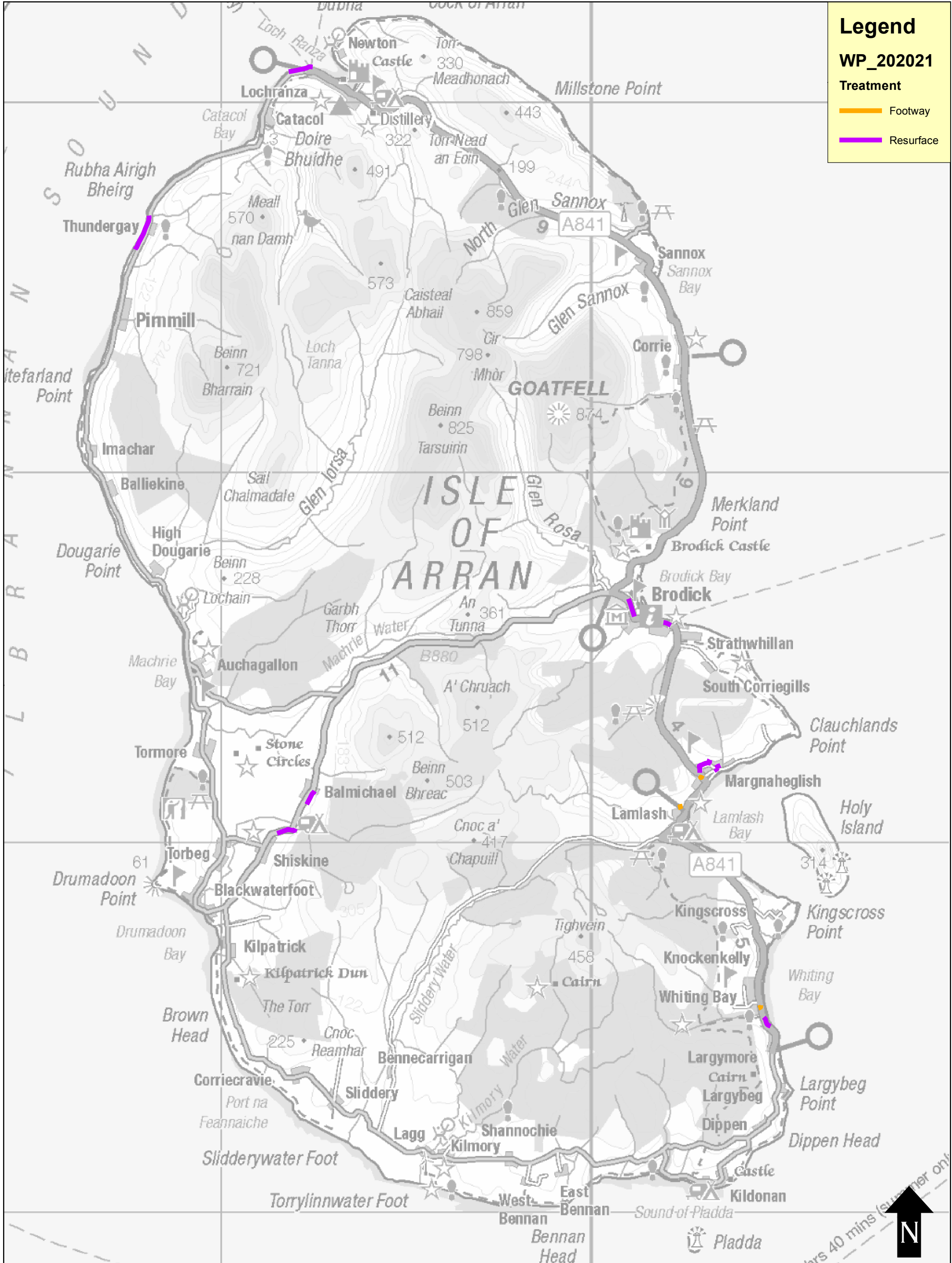
Section:	Asset Management
Date:	21 Feb 2020
Scale:	1:100,000
Drawing No:	

Legend

WP_202021

Treatment

- Footway
- Resurface



Title:
Arran Roads Programme
2020 / 2021

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Section:	Asset Management
Date:	21 Feb 2020
Scale:	1:90,000
Drawing No:	