

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

Subject: Active Travel Strategy Performance Report

1. Purpose

- 1.1 The purpose of this report is to provide an update on Active Travel projects and the changes to external grant funding.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the contents of this report;

**2.1.2 continues to commit to supporting Active Travel in South Ayrshire;
and**

**2.1.3 protects the Tier 1 funding for the sole purpose of Active Travel
(refer to financial implications).**

3. Background

- 3.1 The Leadership Panel approved the Council's Active Travel Strategy on 8 March 2022 and the strategy for the period 2022 - 2032 was formally launched on 14 March 2023.

- 3.2 Cabinet approved the creation of an Active Travel Member/Officer Working Group (MOWG) on 20 June 2023, to complement the MOWG and provide a structured forum for stakeholders, community groups and seldom heard groups to engage in the development and design of active travel projects in South Ayrshire. A Community Action Group (CAG) has also been established. A junior Community Action Group (JCAG) has yet to be established to provide a forum for young people's views to be heard.

4. Proposals

- 4.1 It is proposed that the Active Travel Strategy is reviewed annually, and any amendments be presented to the Active Travel Member/Officer Working Group for approval

- 4.2 The Ayrshire Roads Alliance will submit a proposal to the MOWG for consideration, which identifies priority projects taken from the Active Travel Strategy and the Councils Place Plans, the aim of this priority list is to seek prior approval, which will

streamline the process and assist in the quick delivery of the projects when funding becomes available.

4.3 The Ayrshire Roads Alliance will continue to explore alternatives to traditional construction materials & techniques to significantly reduce the carbon cost of improving/maintaining existing active travel routes and the during construction of new active travel routes which will assist the Ayrshire Roads Alliance in achieving Net Zero by 2030.

4.4 Projects noted in 6.2 Table 1 will be progressed through the RIBA stages at the earliest opportunity as funding permits.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 The use of non-standard items with a lower embedded carbon content in the construction of Active Travel Routes has caused significant delays during the procurement process as these items are not included in the current in Minor Works Framework or any other approved framework such as Scotland Excel or Crown Commercial Services. To achieve Net Zero by 2030 greater flexibility is required in the procurement process during trials of alternative materials, the ARA will continue to work with procurement colleagues to resolve this issue.

6. Financial Implications

6.1 Historically the Ayrshire Roads Alliance compiled capital bid applications for traffic, transportation and active travel projects across the network to SPT, Sustrans and SCSP, in addition the Scottish Government also provided South Ayrshire Council grant funding for cycling walking and safer routes (CWSR) via a direct block grant award. Transport Scotland have recently undertaken a major review in the way that capital funding for active travel projects will be allocated to Local Authorities in future, these changes may cause significant ramifications to Council funding in future years.

6.2 The primary change is in relation of the discontinuation of several grant award funds including SPT, SCSP and CWSR, these previous funding streams will be replaced by a new direct block grant received by each Council for the delivery of Active Travel delivery. This block grant forms "Tier 1" of a new tiered grant award fund that will be accessible to Local Authorities. At this juncture, we have no formal confirmation of what the Council's Tier 1 direct block grant award will be for 2024/25 however during discussions with Transport Scotland ARA have been advised it is likely to be similar to the combined total of the previous funding streams. Tier 1 funding will be issued to councils as part of the annual block grant and although it will be detailed in this grant it will not be "ring fenced" for use on active travel projects, however applications for Tier 2 funding and future annual increases to Tier 1 funding will be dependent on the council providing evidence that the previously awarded Tier 1 funding has been used for active travel projects.

6.3 Changes have also been made to active travel construction funding, Sustrans – Places for Everyone grant funding will remain available for the design stage (RIBA 0-4) of Active Travel infrastructure projects, with the newly created Active Travel Infrastructure Fund (ATIF) the new mechanism for applying for larger grants for the construction stage (RIBA 5-7) of Active Travel infrastructure projects. This construction funding will be classed as "Tier 2" funding, applications for Tier 2 funding will be submitted to Transport Scotland annually in January which again is

a significant change to previous and will result in delays to projects in the short term. Tier 2 construction applications will not only be scored on the merits of the individual project but also on the council's commitment to active travel, evidence of Tier 1 funding being used for active travel & the councils track record on delivering projects on-time and to a high standard. The greater the ambition and commitment of the council to active travel the greater the chance of success in obtaining Tier 2 funding. Tier 3 funding for major project such as new bridges will also be introduced, the details of this have yet to be confirmed however success in obtaining Tier 3 funding will undoubtedly be dependent on successful delivery of Tier 2 projects.

6.4 Major Projects:

Table 1

Project Title	RIBA Stages	2024/25 Award (£)	Further 2024/25 funding applications submitted	Comments
Girvan to Grangeston	0-2	68,444 (Sustrans)	n/a	Scope of project amended to include connection to Hospital and Train St
Grangeston to Ayr (Culzean Way)	0-1	0	375,000 (Sustrans)	Application submitted to carry out RIBA Stage 2
Dundonald Staggered Junction Signalisation	5	0	80,000 (ATIF)	Signalisation of staggered junction to improve road safety
Doon Valley Active Travel	0-2	0	1,320,000 (ATIF)	Application submitted to a) construct Dalmellington to Waterside & b) complete detailed design of Ayr to Waterside
Girvan Active Travel Town	0-2	0	302,773 (Sustrans)	Application submitted to carry out RIBA Stage 0-2 of new active travel within Girvan – project to compliment Girvan to Grangeston
Ayr to Prestwick	0-2	0	268,584 (Sustrans)	Application submitted to complete RIBA Stage 2
Prestwick to Barassie	0-2	0	543,708 (Sustrans)	Application submitted to Sustrans to complete detailed design, construction application to be submitted to TS in January 2025

Project Title	RIBA Stages	2024/25 Award (£)	Further 2024/25 funding applications submitted	Comments
Loans to Troon – North Dr	0-2	0	378,000 (ATIF)	Application submitted to TS to construct active travel route along North Dr
Dundonald to Barassie	5	1,000,000 (LUF)	3,000,000 (ATIF)	Levelling Up Funding secured in round 3 included an element of funding to deliver active travel improvements from Prestwick Train Station to Dundonald
River Ayr	0	0	150,000 (Sustrans)	Application submitted to carry out feasibility review of a new MNU crossing of the River Ayr linking South Harbour St to North Harbour St
Dundonald to Crosshouse	0-2	0	251,730 (Sustrans)	Application submitted to carry out RIBA Stages 0-2, this project is the final section in linking Ayr & Kilmarnock
Behaviour Change	n/a	0	450,000 (TS)	Application submitted to fund ambitious behaviour change programme including the appointment of 3 new behaviour change officers

6.5 Minor Projects:

The financial implications that may be incurred from the short-term recommendations from the CAG & MOWG are currently unknown, should the recommendations be approved, an element of Tier 1 funding will be allocated to support quick wins, the level of funding and the projects to be undertaken will be presented to the MOWG for approval.

6.6 Existing Active Travel Route audits to identify any defect and/or improvements that can be implemented to enhance and encourage active travel are currently being undertaken, a report will be submitted to the MOWG once complete.

7. Human Resources Implications

7.1 The Ayrshire Roads Alliance have submitted a funding application for 3no. behaviour change officers to work across both South and East Ayrshire, if successful the grant funding will be a single year award completing on the 31st

March 2025 which will result in the posts being filled on a temporary contract basis or possibly by external consultants.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks associated with adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 The risk associated with rejecting the recommendations is that future applications for construction funding (Tier 2) will not be successful which will have a negative impact on the delivery of the active travel projects, additionally the council will be required to provide the match funding element required to support the awarded Levelling Up funding or decide not to proceed with Prestwick to Dundonald Active Travel Route which may place the Levelling Up Funding at risk.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 1](#).

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

13. Results of Consultation

13.1 There has been no public consultation on the contents of this report.

13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Director of Housing, Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Continue to seek approval and support active travel projects through the MOWG forum	March 2025	Head of Ayrshire Roads Alliance

Background Papers **Report to Leadership Panel of 8 March 2022 - [South Ayrshire Council's Active Travel Strategy](#)**

Report to Cabinet of 20 June 2023 - [Active Travel Member/Officer Working Group](#)

Person to Contact **David Manson, Special Projects Officer – Ayrshire Roads Alliance**
Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD; or
County Buildings, Wellington Square, Ayr, KA1 1DR
Phone 01563 503164
E-mail David.Manson@ayrshireroadsalliance.org

Date: 11 April 2024

Appendix 1

South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Active Travel Strategy Performance Report
Lead Officer (Name/Position/Email)	David Manson Special Projects Officer - David.Manson@ayrshireroadsalliance.org

2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes

Community or Groups of People	Negative Impacts	Positive impacts
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). Consideration must be given particularly to children and families.

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	No	Yes
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	No	Yes
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	No	Yes
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	Yes
Socio-economic Background – social class i.e. parent's education, employment and income	No	Yes

4. Do you have evidence or reason to believe that the policy will support the Council to:

General Duty and other Equality Themes Consider the 'Three Key Needs' of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	_____ YES
--	-----------------------------

	NO
Rationale for decision: There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	
Signed : David Manson	Special Projects Officer
Date: 9 March 2024	