

South Ayrshire Council

**Report by Depute Chief Executive and
Director of Housing,
Operations and Development
to Service and Partnerships Performance Panel
of 11th February 2026**

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 external grant funding secured.

2. Recommendation

- 2.1 It is recommended that the Council approves this report & continues to commit to supporting Active Travel in South Ayrshire**

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 the 20th June 2023, to complement the MOWG and provide a structured forum for stakeholders views to be heard, a Community Action Group (CAG) was established.

- 3.3 The MOWG & CAG will be delivered by Thriving Communities in partnership with ARA, a programme of meeting dates will be issued to members and stakeholders in due course.

- 3.4 Thriving Communities held an Active Travel Day in September on behalf of ARA which proved very popular, ARA and Thriving Communities will build on this event in 2026

- 3.5 ARA supported Cycling Without Age – Ayr Chapter with a new base and storage unit located at Blackburn Car Park and also 2 new trishaws

- 3.6 ARA have further supported Cycling Without Age – Troon Chapter with the donation of a trishaw through community benefits provided from the Prestwick to Barassie Active Travel project.

- 3.7 ARA are currently constructing approximately 1600m of footway to the north of Maybole, this path is being constructed at no cost to ARA using community benefits from the Dundonald to Barassie Active Travel Route.
- 3.8 ARA secured funding through the Active Travel Infrastructure Fund (ATIF) to complete the detailed design of Accessible Ayr phase 1 – a separate paper will be submitted to Cabinet in March 2026
- 3.9 Construction for the Dundonald to Barassie Active Travel Route is currently underway with funding secured from both ATIF & Levelling Up Fund (LUF)
- 3.10 Following a site visit with ATIF, ARA successfully secured and additional £338,000 to extend the Dundonald to Barassie Active Travel Route approximately 600m along Kilmarnock Road, Barassie to the termination of Adams Gate.
- 3.11 Additional funding was made available in November from ATIF to construct Loans to Troon Phase 3 (£378,000) and also to complete the detailed design of the Prestwick to Barassie Active Travel Route (£780,000) by the 31st March 2026, these are very tight timeframes for projects of this scale however ARA has appointed a design consultant to the Prestwick to Barassie project and work commences on-site on the 26th January for the Loans to Troon project, both are scheduled to complete by the 31st March 2026.

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 It is further proposed the ARA will review Cycling by Design and develop a Regional Variation, when complete the ARA will submit a further paper to Council seeking adoption of the new document as South Ayrshire Council's Active Travel Design Standard.
- 4.3 The Ayrshire Roads Alliance will continue to work with colleagues in Thriving Communities to deliver meaningful and quantifiable behaviour change.
- 4.4 Dundonald to Barassie Active Travel Route is on target to deliver a 50% reduction in carbon over traditional construction methods, The Ayrshire Roads Alliance will continue to explore alternatives to traditional construction materials & techniques to significantly reduce the carbon cost of constructing new & improving/maintaining existing active travel routes which will assist the Ayrshire Roads Alliance in achieving Net Zero by 2030.
- 4.5 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 collaborate with procurement colleagues to resolve this issue.

6. Financial Implications

- 6.1 Scottish Government (SG) are currently transitioning the way funding for Active Travel is awarded, WWCT will no longer provide funding after 2025/26. Funding in 2025/26 was secured from both WWCT & ATIF however will only be provided by ATIF from April 2026 onwards.
- 6.2 South Ayrshire Council were successful in the required funding to complete the detailed design of Accessible Ayr Route 1, a more detailed update on this project is provided in a separate paper to Council.
- 6.3 Design funding was also secured to complete the detailed design of Prestwick to Barassie (RIBA Stage 4) and Girvan to Grangeston Concept (RIBA stage 2).
- 6.4 Construction funding was secured to complete both Dundonald to Barassie and Loans to Troon phase 3 in 2025/26
- 6.5 Behaviour change funding was secured through the People & Place programme and this was used to deliver the Active Travel Day in September and also support 1.5 FTE posts within ARA/Thriving Communities.
- 6.6 Several Active Travel funding applications have been submitted to both SPT and ATIF, these are detailed in table 1 below:

Table 1

Project Title	Current RIBA Stages	2025/26 Award (£) & Funding Source	Further 2026/27 funding applications submitted	Comments
Girvan to Grangeston	0-2	43,850 (WWCT)	225,000 (ATIF)	Funding was secured from the WWCT in November 2025 to complete RIBA Stage 2 of the Girvan to Grangeston route by 31 st March 2026. A further application has been submitted to ATIF to progress this project to Developed Design (RIBA Stage 3) in 2026/27

Accessible Ayr	4	798,649 (WWCT)	455,000 (estimated)	ARA have completed the detailed design of phase 1 and will submit a more detailed Accessible Ayr report to cabinet in March 2026
Prestwick to Barassie	0-2	780,000 (ATIF)	2,500,000 (ATIF)	ARA aim to complete the detailed design of this route by march 2026, funding has been secured from the LUF to commence construction in 2026/27. A further application for match funding has been submitted to ATIF
Loans to Troon – North Dr	0-2	378,000 (ATIF)	-	Construction of this route is due to commence on the 26 th January 2026 and be completed by 31 st March 2026
Dundonald to Barassie	5	2,700,000 (ATIF) 1,200,000 (LUF) & 338,000 (additional ATIF)	-	Construction of the Dundonald to Barassie Active Travel Route is well underway, when complete this will be a high-quality route incorporating biodiversity, innovation and low carbon construction materials and techniques
Behaviour Change	n/a	175,000 (SPT)	180,000 (SPT)	The Active Travel HUB is being upgraded to include welfare and storage of bikes, once complete this will be relocated to a new location and operated by ARA in partnership with Thriving Communities
Behaviour Change	n/a	116,000 (TS)	120,000 (TS)	Funding utilised to support staff within Thriving Communities and also deliver

				behaviour change initiatives across South Ayrshire
Total Funding Secured		6,529,499		

7. Human Resources Implications

7.1 The Ayrshire Roads Alliance has reviewed the resource implications of delivering the active travel projects listed above along with other externally funded Capital Projects, to ensure ARA are in a position to deliver these projects and also take advantage of additional funding should it become available 2 no. Technical Officers have been appointed on a temporary basis until March 2027. Funding secured by ARA continues to be single year, ARA will continue to work with funding partners on multi-year funding to provide more certainty regarding these posts.

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 to ATIF for both design & construction funding (Tier 2) will not be successful without Council approval

9. Equalities

9.1 The proposals in this report have been assessed through the Councils Integrated Impact Assessment process, a copy of this 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 Alec Clark Depute Leader and Portfolio Holder for Commercial Operations, and the contents of this report reflect any feedback provided.

14. Next Steps

- 14.1 To continue to develop high quality inclusive active travel provision throughout South Ayrshire, to develop the role of both the CAG & MOWG to assist in this delivery & secure significant external funding to facilitate the project listed in 6.1.

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:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Implementation of the Projects noted in 6.1 (subject to funding) & submission of Annual Report	31 March 2027	Head of Roads Ayrshire Roads Alliance
Continue to promote Behavior Change and report to Active Travel MOWG regularly	31 March 2027	Head of Roads Ayrshire Roads Alliance
Report to the Cabinet in regard to any future scheme, detailing funding, associated costs and programme	31 March 2027	Head of Roads Ayrshire Roads Alliance

Background Papers **Report to Leadership Panel of 8 March 2022 - [South Ayrshire Council’s Active Travel Strategy](#)**
Report to Cabinet of 23 April 2024 & 22nd April 2025

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Date: 14 January 2026



Integrated Impact Assessment

The Integrated Impact Assessment (IIA) supersedes the previous Equality Impact Assessment incorporating Fairer Scotland Duty (EQIA (inc FSD)) form.

The term 'proposal' is used to embrace the full range of policies, procedures, strategies, projects, applications for funding or financial decisions within South Ayrshire Council.

This assessment should be started as early on in the development process of a 'proposal'. It does not require to be completed if the proposals in a cabinet/panel report are providing performance or financial updates.

PURPOSE

Local government and partner agencies work in complicated legislative and strategic landscapes that often unintentionally result in silo working and inefficient use of resources. To increase opportunities for effective collaboration and ensure key local and national priorities are always part of our decision-making process, a new integrated impact assessment has been developed.

This integrated impact assessment will encourage services to explore where priorities overlap and converge, allowing for a more joined up approach to tackling shared strategic challenges and will consider the following areas:

- The impact of the policy/proposal on different communities and groups of people;
- Whether South Ayrshire Council is meeting it's legal requirements in terms of the Public Sector Equality Duty and Human Rights;
- Actively considering how we can reduce inequalities of outcome caused by socio-economic disadvantage (the Fairer Scotland Duty);
- Whether there is an impact on children's rights (United Nations Convention on the Rights of the Child (UNCRC));
- Whether there is an impact on Sustainability, climate change and biodiversity;
- South Ayrshire has the oldest demographic profile in Scotland, any planning needs to take cognisance of any potential impact on older people;
- Recognising the impact that trauma can have on people's lives and our steps to becoming a trauma-informed organisation; and
- Our commitment to The Promise that care experienced children and young people will grow up loved, safe and respected.

Guidance on completing this tool:

Project Details
Equalities and Fairer Scotland Duty
Child Rights and Wellbeing Impact Assessment
Environment
Cross Cutting
Update Log
SUMMARY REPORT
Evidence Tab

Answering each section:

You will see guidance next to each section. This provides further information on considerations that will help you determine your impact rating.

There are drop down menus for some of the questions - if you click on the cell to answer underneath the question you will see a pull down menu arrow on the right hand side. Please add your justifications for your answers in the free text box at the end of each section. This helps with the review process and provides a track record as the project develops.

The summary report must be attached to panel papers.

Summary

The purpose of the **Integrated Impact Assessment** is to consider the wide range of possible impacts that a proposal could have on equality, human rights, environmental and cross-cutting criteria.

Starting this assessment **as early as possible** will help shape a strong proposal by highlighting positive areas and identifying mitigation actions for areas of improvement. **Completing the IIA is an ongoing process and you won't be able to answer every question the first time you use it – questions will be answered over time as your proposal develops and not necessarily following the order of the tabs.** By completing the update log it will allow you to track updates to the IIA.

Use of this tool will also help ensure proposals are meeting Council commitments to Public Sector Equality Duties, Child Rights and Wellbeing, Sustainability and Climate Change as well as other council cross-cutting priorities identified within our Council Plan.

Further information can be found in the eight step guide to assessing impact and the equality duty developed by the [Equality and Human Rights Commission](#).

What is being assessed:

The *Active Travel* projects in South Ayrshire are being assessed.

- Barssie to Durdonrail
- Prinstwick to Barssie
- Loans to Troon
- Accessible Ayr
- Gimran to Grangeston

The projects will create urban regeneration and sustainable transport aimed at improving South Ayrshire Council's accessibility, vibrancy, and economic vitality. The projects focus on enhancing active travel infrastructure (walking, wheeling, and cycling), public realm improvements, and placemaking to create a more pedestrian-friendly environment while maintaining accessibility for all.

What type of proposal is being assessed?

The proposal is a physical infrastructure and placemaking initiative under South Ayrshire Council's urban development and transport strategies. It is primarily an active travel and public realm improvement project, funded through the Active Travel Infrastructure Fund by Transport Scotland and aligned with the council's objectives around accessibility, sustainability, and economic regeneration.

Directorate: Housing, Operations and Development
Service: Ayrshire Roads Alliance

Name of Lead Officer: David Manson
Job Title: Special Project Officer

Date the IIA was started: 24/2/25

Aims, objectives, anticipated outcomes of proposals

Aims:

- To enhance SAC by making it more accessible, sustainable, and economically viable.
- To create a vibrant, attractive, and pedestrian-friendly environment.
- To reduce car dependency and encourage active travel modes.
- To support the council's net zero strategy and climate action commitments.
- To improve the public realm, ensuring a balance between economic, environmental, and social benefits.

Objectives:

- Upgrade town centre streets and links to neighbouring communities.
- Implement wider footways, additional greenery, street furniture, and active travel lanes.
- Maximise awareness and understanding of the active travel projects to secure and maintain stakeholder buy-in and increase the likelihood of behaviour change through clear and consistent messaging and branding.
- Effective engagement and collaboration with stakeholders throughout project lifecycles to secure and maintain stakeholder buy-in and increase a sense of community ownership.
- Introduce new pedestrian crossings, cycle lanes, and accessible routes.
- Enhance heritage features and urban landscape.
- Reduce congestion, improve air quality, and support active travel.

Anticipated Outcomes:

- Increased footfall and economic activity in the town centres.
- Improved accessibility for all users, including disabled people.
- Growth in cycling and walking rates, leading to health benefits.
- Reduction in traffic congestion and vehicle emissions.
- A positive impact on property values and business turnover.
- Greater social inclusion and a stronger sense of community.

Link to Council Plan priorities: Please select from drop down menu

Priority 1: Spaces and Places no

Priority 2: Live Work Learn no

Priority 3: Civic and Community Pride no

If not linked to Council plan priorities please detail below strategic link:

Detail here if required

PERFORMANCE AND MONITORING

When is the proposal intended to come into effect? Q3 2027

When will the proposal be reviewed? Q4 2027

Which Panel will have oversight of the proposal? name of panel here

EVIDENCE USED IN DEVELOPING THE PROPOSAL (this provides the opportunity to set out the evidence on impacts that have been collected in the development of the proposal)

CAN YOU CONFIRM THAT CONSULTATION HAS BEEN CARRIED OUT AS PART OF THIS PROCESS? Please select from drop down menu

yes

Involvement and Consultation

In assessing the impact(s) set out above what evidence has been collected from involvement, engagement or consultation?

Who did you involve, what and how?

A comprehensive consultation process has been conducted through the Ayrshire Link to ensure projects reflect the perspectives of residents, businesses, community organisations, and key stakeholders within South Ayrshire Council.

Evidence collected from this consultation includes:

- Public feedback on proposed changes to towns/villages (parking, pedestrian access, cycle lanes, and urban design).
- Business concerns regarding customer accessibility, footfall, and potential economic impacts.
- Views of disability access groups, particularly around parking, crossing points, and general mobility.
- Young people's perspectives gathered through schools and university engagement.
- Traffic modelling and impact studies, incorporating stakeholder concerns around congestion and journey times.
- Feedback from emergency services and transport providers regarding road use, access, and public safety.

The consultation was multi-phase and iterative, ensuring feedback influenced the project design and led to refinements based on stakeholder input.

Who?

- Local Community Groups & General Public:**
 - Residents of towns/villages, including elderly, disabled, and young people.
 - Local church groups, particularly those on John Street, due to concerns over parking access.
- Business & Retail Sector:**
 - Local businesses and traders within the project catchments.
 - Business owners.
 - Retail representatives concerned about accessibility and customer footfall.
- Accessibility and Disability Groups:**
 - Disability impaired residents and organizations advocating for inclusive design and parking.
 - Blue Badge holders concerned about the removal and relocation of disabled parking bays.
- Transport and Infrastructure Partners:**
 - Ayrshire Roads Alliance (technical input on road and active travel design).
 - Sustrans (funding partner, providing insights on best practices for active travel).
 - Transport Scotland (ensuring alignment with wider transport policies).
- Public Services and Emergency Responders:**
 - Emergency services (fire, police, ambulance) consulted to assess impacts on response times and access routes.
 - South Ayrshire Council departments, including planning, environment, and sustainability teams.
- Educational Institutions & Young People:**
 - Schools, public, college, and university students (engaged through surveys and workshops).
 - Youth organizations, as young people are key beneficiaries of improved active travel.

When?

Consultation was carried out over multiple phases to ensure continuous feedback was gathered and incorporated from ongoing projects within South Ayrshire

How?

- Public and Community Consultation Methods:**
 - Drop-in consultation events
 - Information boards
 - Pop-up engagement sessions in public spaces.
- Online and Digital Engagement:**
 - Online surveys
 - Social media engagement
 - Project website providing regular updates and feedback collection.
- Business and Retail Consultation:**
 - 1-to-1 meetings with business owners.
 - Business workshops discussing concerns over parking, accessibility, and footfall.
 - Targeted engagement with market traders and shop owners.
- Accessibility and Transport Consultation:**
 - Workshops and focus groups with disability access organisations.
 - Site visits and mobility audits to assess pedestrian and cycle lane design.
 - Traffic and transport modelling workshops with Ayrshire Roads Alliance and emergency services.
- Young People Engagement:**
 - School and college engagement sessions.
 - Friends' week survey at local universities.
 - Youth focus groups and workshops exploring active travel perceptions.

Data and Research

In assessing the impact set out above what evidence has been collected from research or other data. Please specify what research was used to inform various projects.

- Traffic modelling and pedestrian flow analysis – To assess the impacts of road space reallocation.
- Land Value Uplift (LVI) modelling – To predict property value increases from improved public realm.
- Active Mode Appraisal Toolkit (AMAT) – Used to quantify walking and cycling benefits.
- Healthy Streets assessment – To evaluate urban quality improvements.
- Social and economic data – including local business performance, footfall analysis, and public health impacts.
- Sustrans case studies – Looking at similar active travel schemes and their benefits.
- National and local policy alignment – The projects align with: South Ayrshire Council's Local Transport Strategy, Scotland's Net Zero by 2045 commitment, and Scottish Government's 20% car kilometre reduction target by 2030.

What evidence has been provided by partners? Please specify partners

- Key partners have provided supporting evidence:
 - Sustrans – Funding, active travel best practices, and case study data.
 - Ayrshire Roads Alliance – Infrastructure feasibility and road safety analysis.
 - South Ayrshire Council – Economic and planning strategy alignment.
 - Heritage Scotland – Guidance on conservation and heritage-sensitive improvements.
 - Disability groups and access organisations – Feedback on pedestrian accessibility and Blue Badge parking.
 - Transport Scotland – Best practice insights on sustainable travel infrastructure.

Have you identified any gaps and uncertainties in your understanding of the issues that need to be explored further? Please

There are still some gaps and uncertainties that require further exploration to fully understand the potential impacts. One area of uncertainty is the long-term behavioural change associated with increased active travel. While research and case studies suggest that improvements to walking and cycling infrastructure lead to increased uptake, actual adoption rates in South Ayrshire may vary based on local demographics, weather conditions, and cultural attitudes toward active travel. Another area requiring further assessment is the impact on car-dependent groups. Some residents and businesses have raised concerns about reduced parking and changes to road layouts affecting accessibility, particularly for elderly individuals, people with mobility impairments, and visitors who rely on car travel.

Additionally, while economic modelling suggests that active travel improvements will enhance business activity and increase property values, the extent of these benefits in South Ayrshire's specific context remains uncertain. Continuous engagement with business owners and traders is necessary to monitor any unintended negative consequences. The resilience of infrastructure to climate conditions also needs further examination. Weather conditions, including frequent rain and wind exposure, may impact the longevity of newly introduced materials such as paving, green infrastructure, and cycle lanes. Ensuring that these improvements are durable and require minimal long-term maintenance is essential.

Finally, the monitoring and evaluation (M&E) framework for South Ayrshire is an area that requires ongoing refinement. While initial modelling has provided estimates for improvements in footfall, economic activity, and public health outcomes, there is a need for a structured approach to gathering post-implementation data. Establishing clear success metrics and a timeline for evaluation will be crucial in assessing whether the project meets its intended objectives. Addressing these uncertainties through continued engagement, real-time data collection, and adaptive project management will be essential in ensuring the long-term success of the various projects. The Ayrshire Link also aims to implement an overarching strategy for community engagement, behaviour change and M&E to streamline delivery of key activities across all projects.

Have there been any changes made to the proposal as a result of consultation and/or research? Please explain

Yes, several changes have been made to the proposal in response to feedback received during consultation and research. One of the most significant changes relates to parking provision, particularly for Blue Badge holders. Initial proposals involved a reduction in parking spaces to accommodate wider footways and cycle lanes. However, following strong feedback from disability groups and church organisations, additional Blue Badge parking spaces have been incorporated into the revised plans to ensure accessibility for those who rely on close vehicle access to town centre locations.

Traffic flow and junction modifications have also been adjusted to address concerns raised by emergency services and local businesses regarding accessibility. The original designs proposed a significant reduction in road space for vehicles, which some stakeholders feared could lead to congestion and delays for service vehicles. In response, amendments have been made to key junctions to allow for more efficient traffic movement while still prioritising pedestrian and cycling infrastructure. Public realm enhancements have also been refined following engagement with the community. There was strong support for additional green spaces, seating areas, and wayfinding signage to make the town centre more welcoming and easier to navigate. Based on this feedback, the revised plans include more greenery, parklets, and resting areas to encourage social interaction and enhance the overall aesthetic appeal of the town centre.

Safety improvements have been another area of revision. Concerns were raised about the interaction between pedestrians and cyclists, particularly in shared-use areas. To mitigate potential conflicts, adjustments have been made to cycle lane positioning, ensuring clear separation from pedestrian walkways where possible. Improved crossing points have also been introduced to enhance safety for all users. Another outcome of the consultation process has been the decision to trial certain elements of the project before full implementation. Temporary street trials will be conducted in key locations such as Sandgate and John Street, allowing stakeholders to experience the changes and provide further feedback before permanent alterations are made.

Lastly, concerns regarding the potential impact of accessibility changes on footfall have led to the development of a more targeted business engagement strategy. This includes ongoing dialogue with traders, impact assessments post-implementation, and measures to support businesses during transition periods. These revisions demonstrate the project's responsiveness to public input and its commitment to balancing active travel, business sustainability, accessibility, and urban regeneration objectives.

Thank you for completing this section. Please continue to the next tab to answer the Equalities categories.

What are the Likely Impacts of the Policy?

Will the policy impact upon the whole population of South Ayrshire and/or particular groups within the population?

The whole population of South Ayrshire	no
Particular groups	no

Identify the protected groups that your policy affects, provide the impact rating and detail mitigating actions.

PROTECTED CHARACTERISTICS	IMPACT RATING Please select impact rating from drop down menu	BRIEFLY EXPLAIN WHY YOU CHOSE THIS IMPACT RATING	MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')
Age	positive impact	<p>The Ayrshire Link projects in South Ayrshire will positively impact people across different age groups, particularly older adults and young people. Improved pedestrian infrastructure, wider footways, and more seating areas will make it easier for older people to navigate the town centre safely and comfortably. Many elderly residents rely on walking or wheeling, and by prioritising accessibility, the project will reduce mobility barriers and encourage independent movement.</p> <p>For young people, the creation of a safer, more pedestrian-friendly environment is expected to increase active travel, such as walking or cycling to school or social activities. The addition of cycle lanes and improved crossings will provide safer routes, reducing the risk of road-related accidents. Increased public realm enhancements, such as green spaces and social areas, will also create more opportunities for younger and older people to use the town centre as a welcoming and inclusive place.</p>	N/A
Disability	positive impact	<p>The projects will have a strong positive impact on disabled individuals, particularly those with mobility impairments, visual impairments, and wheelchair users. Improvements such as wider footways, dropped kerbs, tactile paving, and better pedestrian crossings will enhance accessibility and safety for disabled residents and visitors.</p>	N/A
Gender Reassignment	uncertain / not clear	<p>It is currently unclear how the project will impact people who are transgender or non-binary. While improvements to accessibility, safety, and the public realm benefit all residents, there is no direct evidence to suggest the project will specifically address issues faced by the transgender community, such as discrimination in public spaces or safety concerns.</p>	<p>Further engagement with LGBTQ+ organisations and individuals in South Ayrshire could help assess whether additional measures, such as gender-neutral restroom facilities or inclusive wayfinding signage, would further improve inclusivity. Public safety enhancements, such as better lighting and visibility, indirectly contribute to reducing risks of harassment, but more targeted consultation is needed to fully understand potential barriers.</p>
Marriage and Civil Partnership	uncertain / not clear	<p>There are no clear impacts, positive or negative, on individuals based on their marital or civil partnership status. The project does not directly address relationship-based inequalities and does not impact legal rights or benefits associated with marriage or civil partnerships.</p>	N/A
Pregnancy and Maternity	positive impact	<p>The project's design will make town centres and links to neighbouring communities more accessible and comfortable for pregnant individuals and those with infants or young children. Wider pavements and more space for prams and pushchairs will significantly improve movement around key areas. The addition of seating areas will also provide essential resting points for individuals who may experience fatigue or require frequent stops during their journey.</p> <p>Furthermore, improved pedestrian crossings and increased safety measures for cyclists and walkers will make the town centre less hazardous for parents with young children. More pedestrian-friendly streets will reduce the dominance of traffic, making it easier for parents to move around with prams without</p>	N/A
Race (including Gypsy Travellers)	uncertain / not clear	<p>The impact of the projects on racial equality is uncertain, as the physical improvements to town centres and villages apply equally to all racial and ethnic groups. However, it is important to consider whether all residents feel equally welcome, safe, and represented in the new public spaces. Ethnic minority groups may have different experiences with public safety, accessibility, and cultural representation in the town centre.</p>	<p>Further engagement with ethnic minority communities in South Ayrshire could help identify whether any cultural or language barriers exist regarding signage, accessibility, or wayfinding. Ensuring that public spaces reflect South Ayrshire's diverse community through culturally inclusive designs or community-led artwork could help make the town centre feel more welcoming.</p>
Religion or Belief	uncertain / not clear	<p>The projects do not appear to have a direct impact on religious groups; however, there are potential indirect impacts, particularly regarding access to places of worship. While the project aims to enhance pedestrian and active travel accessibility, some worshippers who rely on vehicles to attend services may feel disadvantaged.</p>	<p>Efforts have already been made to increase Blue Badge parking and consider alternative transport arrangements. Continued dialogue with faith communities will be necessary to monitor whether access issues persist and whether further accommodations, such as designated drop-off areas, should be introduced.</p>
Sex	positive impact	<p>The projects have a positive impact on gender equality, particularly for women who may feel unsafe in poorly designed public spaces. Improved lighting, increased pedestrian footfall, and active travel infrastructure will create a safer environment, reducing concerns around personal safety, particularly in the evenings.</p> <p>Women, who are statistically more likely to be primary caregivers, will also benefit from better accessibility features for those walking with children, pushchairs, or caring for elderly relatives. The creation of more open, visible, and inclusive public spaces will contribute to a safer and more welcoming environment for all genders.</p>	N/A
Sexual Orientation	uncertain / not clear	<p>The project's impact on sexual orientation is unclear, as it does not explicitly address issues related to discrimination, visibility, or inclusion of LGBTQ+ individuals. However, creating a safer, more inclusive public space indirectly supports all communities by reducing fear of harassment and improving accessibility.</p>	<p>To ensure the project is inclusive for all, consideration could be given to engaging with LGBTQ+ groups in Ayr to assess whether any additional safety concerns or accessibility issues exist for this community. Representation through inclusive public messaging, events, or artwork in newly designed public spaces could also help foster a more inclusive atmosphere.</p>
Care Experienced (as a protected characteristic specific to SAC)	uncertain / not clear	<p>The impact on care-experienced individuals is uncertain, as there are no direct provisions in the project that specifically address the needs of those with care experience. However, improved public spaces, transport access, and active travel routes could benefit care-experienced young people who may rely on public transport or walking as their primary means of mobility.</p>	<p>Further engagement with care-experienced individuals or youth support organisations could help identify specific needs related to safety, accessibility, and social inclusion. Ensuring that public spaces feel welcoming and provide seating, gathering spaces, and wayfinding support could enhance the experience for young people navigating the town independently.</p>

Consideration must be given to the likely impact the policy will have on people experiencing different kinds of social disadvantage, particularly to children and families. Identify the areas that your policy affects) providing the impact rating and detail mitigating actions.

Please refer to the guidance notes which provides an outline of what each of the socio-economic duties mean.

SOCIO-ECONOMIC INEQUALITIES (Fairer Scotland Duty)	IMPACT RATING Please select impact rating from drop down menu	BRIEFLY EXPLAIN WHY YOU CHOSE THIS IMPACT RATING	MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')
Low Income / Income Poverty	positive impact	<p>The projects are expected to have a positive impact on individuals and households experiencing low income or income poverty, as it will enhance accessibility and affordability of travel within the town centre. By prioritising walking, wheeling, and cycling infrastructure, the project reduces reliance on costly transport options such as private vehicles or taxis, making it easier for people on low incomes to access employment, education, and essential services.</p> <p>Additionally, improvements to public spaces and streetscape design make the areas a more attractive place to visit and shop, potentially increasing economic activity. As a result, this may generate more job opportunities in retail and hospitality, benefiting low-income workers. By enhancing transport equity, the project ensures that those who cannot afford a car still have safe and efficient routes for commuting and daily activities.</p>	N/A
Low and / or no wealth	positive impact	<p>The projects will positively impact individuals and households with low or no financial savings, as it reduces barriers to affordable, accessible, and sustainable transport. By expanding pedestrian-friendly infrastructure and cycle lanes, individuals can reduce their transport costs, which is particularly beneficial for those who struggle with financial insecurity.</p> <p>Public realm improvements also ensure that leisure and recreational opportunities become more accessible in South Ayrshire without requiring financial expenditure. Enhanced green spaces, seating areas, and pedestrian-friendly environments encourage social inclusion and community engagement without additional costs, allowing people with limited financial resources to participate in the public realm without financial constraints.</p>	N/A
Material Deprivation	positive impact	<p>Material deprivation refers to the inability to access basic goods and services, such as warm housing, financial products, or household necessities. The projects will have a positive impact by making essential services, retail stores, and employment hubs more accessible through improved transport links and pedestrian infrastructure.</p> <p>By increasing safe and affordable travel options, the projects ensure that individuals facing material deprivation can reach food shops, healthcare facilities, and financial services without needing private transport. This is particularly beneficial for households struggling with high transport costs, as they will have improved access to local amenities and support services within South Ayrshire.</p> <p>Additionally, the introduction of more public seating, green spaces, and improved public areas ensures that individuals experiencing financial hardship have free and accessible places to spend time, reducing social isolation and increasing community participation. The improvements also support small businesses and local retailers, which could lead to greater employment opportunities for people experiencing economic hardship.</p>	N/A
Socio-economic Background	positive impact	<p>The projects positively impact people from disadvantaged socio-economic backgrounds, particularly those whose family circumstances, education, and employment opportunities have been historically limited. Enhancing safe and affordable transport options removes barriers to mobility, making it easier for individuals from lower socio-economic backgrounds to access education, training, and job opportunities.</p> <p>For individuals from families with lower levels of parental education or employment, improved public spaces and enhanced connectivity provide opportunities to engage in local events, community activities, and networking opportunities. Making the town centre more welcoming and accessible can encourage individuals from historically disadvantaged backgrounds to feel a greater sense of belonging and participation in the local economy.</p> <p>Additionally, the improved walking, wheeling, and cycling networks reduce the need for expensive travel methods, ensuring that all residents, regardless of their background, can access key services and facilities without financial burden.</p>	N/A
Area Deprivation	positive impact	<p>Area deprivation considers the geographical disadvantages people face based on where they live and work, particularly in rural or poorly connected areas. The projects has a positive impact in this regard by improving transport accessibility and connectivity for individuals living in deprived or rural areas who rely on the region of South Ayrshire for employment, services, and leisure activities.</p> <p>For individuals in peripheral or rural areas, improvements in walking and cycling routes, better public spaces, and safer streets will create stronger links between residential areas and key destinations. The project's focus on active travel infrastructure will reduce transport inequalities, ensuring that people without access to frequent or affordable public transport can still navigate the town efficiently.</p> <p>Additionally, a more vibrant and economically active South Ayrshire could lead to the creation of new businesses and services, which would improve employment opportunities for individuals living in deprived areas. Over time, increased investment in the town centre may contribute to long-term regeneration, attracting further improvements in public services and infrastructure that benefit communities facing economic disadvantage.</p>	N/A

Human Rights	IMPACT RATING High negative impact Medium negative impact Low negative impact No impact Positive impact	BRIEFLY EXPLAIN WHY YOU CHOSE THIS IMPACT RATING	MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')
Does the proposal have an impact on Human Rights?	positive impact	<p>The projects across South Ayrshire are expected to have a positive impact on human rights, particularly in relation to freedom of movement, accessibility, equality, and the right to participate in public life. The project focuses on improving transport infrastructure, pedestrian accessibility, and public spaces, which directly aligns with several fundamental human rights outlined in international and domestic frameworks, such as the European Convention on Human Rights (ECHR) and the Human Rights Act 1998.</p> <p>One of the key human rights principles impacted positively is the right to freedom of movement (Article 2, Protocol 4 of the ECHR). By improving walkability, cycling routes, and accessibility for all individuals, including disabled people, older adults, and parents with prams, the project enhances people's ability to navigate Ayr town centre freely and without barriers. The expansion of active travel infrastructure also supports people's right to access work, education, healthcare, and community spaces safely and efficiently.</p> <p>Another key human rights consideration is non-discrimination and equality (Article 14 of the ECHR). The projects have been designed to promote inclusivity and accessibility, ensuring that all individuals, regardless of ability, age, or socio-economic background, have equal access to the town centre. By integrating features such as tactile paving, dropped kerbs, widened footpaths, additional Blue Badge parking, and safe crossings, the project ensures that people with disabilities and mobility impairments can exercise their rights to independence and equal participation in society.</p> <p>Additionally, the right to participate in cultural and social life (Article 27 of the Universal Declaration of Human Rights) is positively influenced by the project. The enhancement of public spaces, increased green areas, and improved town centre connectivity will create a more inclusive, welcoming, and vibrant environment where all residents and visitors can safely engage in community activities, leisure, and social interaction.</p>	Please detail here

Public Sector Equality Duty - this proposal will assist or inhibit the Council's ability to eliminate discrimination, advance equality of opportunity and foster good relations as follows: this section is copied into the summary report - please keep response detailed but brief

Eliminating unlawful discrimination, harassment, and victimisation?	Advancing equality of opportunity?	Fostering good relations?
<p>The projects actively support the Council's duty to eliminate unlawful discrimination, harassment, and victimisation by creating a more inclusive and accessible environment for all residents and visitors. By improving pedestrian infrastructure, accessibility features, and public realm enhancements, the project ensures that disabled individuals, older adults, and those with mobility challenges can navigate the town centre without facing physical barriers that could otherwise exclude or disadvantage them. Additionally, the enhanced public lighting, increased footfall, and improved visibility of public spaces contribute to a safer urban environment, reducing the risk of harassment and victimisation, particularly for women, LGBTQ+ individuals, and ethnic minority groups.</p>	<p>The projects significantly advance equality of opportunity by removing accessibility barriers and improving transport equity. The introduction of wider footpaths, additional Blue Badge parking, better crossings, and cycling infrastructure ensures that people with disabilities, older people, and those from lower-income backgrounds can move freely and access services, employment opportunities, and leisure spaces. By reducing transport and mobility barriers, the project enables individuals who lack access to private vehicles or face financial constraints to participate more fully in economic and social activities. Furthermore, the improvements to public spaces and infrastructure ensure that people from different backgrounds can feel included and welcome.</p>	<p>The projects foster good relations within the community by creating a more connected, welcoming, and inclusive town centre where people of different ages, backgrounds, and abilities can interact and engage in public life. The improvements to public spaces, seating areas, and pedestrian zones encourage greater social interaction, reducing social isolation and creating a more vibrant, cohesive environment. By making town villages centres safer and more accessible, the projects also promote a shared sense of belonging, ensuring that people from different socio-economic and protected characteristic groups feel equally valued and able to participate in their community. Through continued public engagement and consultation, the project has actively listened to diverse voices, ensuring that it reflects the needs of all residents and businesses.</p>

Thank you for completing this section. Please continue to the next tab to answer the Child Rights and Wellbeing Impact Assessment

CHILD RIGHTS AND WELLBEING (CRWIA) ASSESSMENT

There is a 3 stage process to CRWIA. The flowchart to the right lays out different steps you should take. Templates are detailed below with the key questions for each stage of the process, supported by guidance on what you need to consider at each stage.

CRWIA Stage 1

Screening - key questions

Name of proposal and describe it's overall aims?

The Active Travel projects aim to enhance the public realm, active travel infrastructure, and accessibility within South Ayrshire. The project's focus is on improving pedestrian walkways, cycle lanes, public spaces, and wayfinding, making the town centre more inclusive, safe, and welcoming for all users. The initiative aligns with the council's broader commitments to sustainability, urban regeneration, and social inclusion, ensuring that South Ayrshire remains a vibrant, accessible, and economically active region for businesses, residents, and visitors.

What aspects of the proposal will affect children and young people up to the age of 18?

The Articles of the UNCRC and the child wellbeing indicators under the Children and Young People (Scotland) Act 2014 apply to all children and young people up to the age of 18, including non-citizen and undocumented children and young people. The project primarily affects children and young people indirectly through improvements to active travel infrastructure, safer pedestrian environments, and enhanced public spaces. The enhancements to footpaths, crossings, cycle lanes, and green areas may influence how children and young people travel around towns/villages of South Ayrshire, particularly in terms of independent travel to school, recreational activities, and social engagement. While the project is not specifically designed for children and young people, it contributes to a safer, more accessible South Ayrshire that may positively impact their freedom of movement, active lifestyles, and social participation.

Please specify the likely impact – direct or indirect – will the policy/measure have on children and young people?

'Direct' impact refers to policies/measures where children and young people are directly affected by the proposed changes, e.g. in early years, education, child protection or looked after children (children in care). 'Indirect' impact refers to policies/measures that are not directly aimed at children but will have an impact on them. Examples include: welfare reforms, parental leave, housing supply, or local transport schemes. Please select from drop-down below:

indirect

Which groups of children and young people will be affected?

Under the UNCRC, 'children' can refer to: individual children, groups of children, or children in general. Some groups of children will relate to the groups with protected characteristics under the Equality Act 2010: disability, race, religion or belief, sex, sexual orientation. 'Groups' can also refer to children by age band or setting, or those who are eligible for special protection or assistance: e.g. preschool children, children in hospital, children in rural areas, looked after children, young people who offend, victims of abuse or exploitation, child migrants, or children living in poverty. The Articles of the UNCRC and the child wellbeing indicators under the Children and Young People (Scotland) Act 2014 apply to all children and young people up to the age of 18, including non-citizen and undocumented children and young people. The projects will potentially impact a broad range of children and young people in South Ayrshire, particularly:

- School-aged children and students – who may benefit from safer routes to school, better crossings, and improved cycling infrastructure.*
- Children living in rural or deprived areas – who rely on public transport or active travel to access services and social spaces in the region.*
- Children from lower-income households – who may gain greater access to free public spaces and improved transport links, reducing cost barriers to mobility.*
- Young people engaging in social activities – who will benefit from more welcoming and inclusive public spaces, better lighting, and improved pedestrian safety.*
- Children with disabilities or additional support needs – who will experience a more accessible public realm, with features like wider pavements, improved crossings, and enhanced wayfinding that support inclusive mobility.*

The improvements align with the United Nations Convention on the Rights of the Child (UNCRC) principles of freedom of movement, accessibility, and social participation, ensuring that young people can navigate and engage with their community safely and equally.

CRWIA DECLARATION: Will this require a CRWIA? Explain your reasons?

Please select:

The projects do not directly target children and young people but indirectly benefits them through safer, more accessible, and pedestrian-friendly public spaces. The project does not negatively impact children's rights, wellbeing, or access to services, nor does it introduce new policies, restrictions, or structural changes that would disadvantage children or young people.

While the projects contribute to enhancing the areas in a way that supports safe and inclusive active travel, it does not involve specific interventions affecting children's rights or requiring additional safeguards. Given that the impact is indirect and broadly positive, there is no requirement for a full Child Rights and Wellbeing Impact Assessment

Reason for decision: (CRWIA).

AUTHORISATION

Proposal lead (Name, title, Service):	Assistant Director or Equivalent (Name, title):
---------------------------------------	---

x	x
Date:	Date:
x	x

Thank you for completing this section. If a Stage 2 CRWIA is not required, please continue to the next tab to complete the Environmental Impact Assessment. If a stage 2 is required to be completed, please continue below. **If have selected 'no' a CRIWA is not required please select 'no impact' below on row 39******

CRWIA Stage 2 The CRWIA – key questions

1. Which UNCRC Articles are relevant to the policy/measure?

List all relevant Articles of the UNCRC and Optional Protocols. All UNCRC rights are underpinned by the four general principles: non-discrimination; the best interests of the child; the right to life, survival and development; and the child’s right to have their views given due weight.

2. What impact will the policy/measure will have on children’s rights?

no impact / not applicable

Reason for decision:

Please detail here

3. Will there be different impacts on different groups of children and young people?

Which groups of children will be affected by the policy/measure? Are there competing interests between different groups of children and young people, or between children and young people and other groups?

Please detail here

4. If a negative impact is assessed for any area of rights or any group of children and young people, what options have you considered to modify the proposal, or mitigate the impact?

If options to modify the policy/measure are included here, include associated resource implications where relevant.

Please detail here

5. How will the policy/measure contribute to the wellbeing of children and young people in Scotland?

Outline how the implementation of the policy/measure will support public bodies in Scotland to meet their duties to safeguard, support and promote the wellbeing of children in their area, with wellbeing defined by eight wellbeing indicators. The indicators are: Safe, Healthy, Achieving, Nurtured, Active, Respected, Responsible, and Included.

Please detail here

6. How will the policy/measure give better or further effect to the implementation of the UNCRC in Scotland?

This will inform Scottish Ministers’ duty to report to Parliament on children’s rights under the Children and Young People (Scotland) Act 2014.

Please detail here

7. What evidence have you used to inform your assessment? What does it tell you?

The evidence base may include demographic information, academic research, service monitoring/inspection reports, service evaluation reports, user surveys, etc. In particular, look at what existing evidence tells you about children and young people’s views and experiences of the relevant service(s); and/or what it tells you about children and young people’s views of the policy proposal. Identify any gaps in the evidence base, and set out how you will address these.

Please detail here

8. Have you consulted with relevant stakeholders?

This would include public or targeted consultations with children and young people, their parents/carers and the children’s workforce.

Please detail here

9. Have you involved children and young people in the development of the policy/measure?

Is there enough information on the views of the children and young people who will be affected by the policy/measure that enables you to make an informed assessment of impact?

Please detail here

CRWIA – Stage 3 (this will be published on the Summary Report - please ensure answers are detailed but brief)	
Publication Template	
CRWIA for a non-legislative policy/measure	
CRWIA title:	X
Publication date:	X
Summary of policy aims and desired outcomes	X
Executive summary	X
Background	X
Scope of the CRWIA, identifying the children and young people affected by the policy, and summarising the evidence base	X
Children and young people’s views and experiences	X
Key Findings, including an assessment of the impact on children’s rights, and how the measure will contribute to children’s wellbeing	X
Monitoring and review	X
CRWIA Declaration Authorisation	
Policy lead	X
Name, title, service	X
Date	X
Deputy Director or Equivalent	X

ENVIRONMENTAL IMPACTS

Please answer all 10 sections on this page. There are 4 questions for each section. Points to consider are included under each question or set of questions. Questions A and B have drop down menus for the answers.

The Council aims to both fulfil and show leadership in relation to our statutory climate change, sustainability, and biodiversity duties across all our services, decision making and work with partners. We have committed to be net zero by 2045 and to adapt to the already locked in impacts of a changing climate. In doing so we aim to ensure a just transition for people and nature, supporting ecological recovery and wellbeing, reducing inequalities and creating sustainable, liveable places where people are connected to nature, climate literate and understand the natural systems we rely on, are supported to develop green skills and can work in a fast-evolving local green jobs market, travel less overall and make active and sustainable travel choices first.

1. Climate change mitigation (direct council emissions especially energy and transport, wider community and regional emissions)

Will the proposal increase the amount of greenhouse gas emissions generated, either directly or indirectly?

A. Please specify the impact your proposal will have on greenhouse gas emissions:

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects encourage active travel, which has the potential to reduce emissions by shifting journeys away from cars to walking and cycling. However, the construction phase may result in short-term increases in emissions due to materials, transport, and site works. While the long-term impact could be positive, the extent of mode shift from cars to active travel remains uncertain, making it difficult to quantify emission reductions.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Further monitoring and data collection will be necessary to assess changes in travel behaviour post-implementation. South Ayrshire Council could consider incorporating low-carbon construction practices and sustainable materials to minimise emissions during delivery.

2. Sustainable procurement / sustainable resource use / circular economy / waste

Will the proposal lead to an increase in consumption of finite resources procured by the council or others? Will the proposal lead to an increase in the amount of waste generated by the council or others? How does this proposal ensure any required resources are being sourced and disposed of in the most sustainable way?

A. Please specify the impact your project will have?

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects may lead to resource consumption due to construction activities, material use, and potential waste generation. While efforts may be made to source sustainable materials, the overall impact on resource consumption and waste management is currently unclear.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

The projects should ensure that procurement prioritises sustainable, recycled, or locally sourced materials to reduce environmental impact. Waste management strategies should be included to minimise landfill use and encourage recycling during construction.

3. Climate Change Adaptation

Will the proposal ensure resilience, both in terms of the proposal and South Ayrshire more widely, in the face of our already changing climate? In South Ayrshire we are experiencing sea level rise, flooding, storm events, periods of high temperatures and drought, longer growing seasons.

A. Please specify the impact your proposal will have on climate adaptation and resilience?:

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

While the projects improve active travel infrastructure, it is unclear whether climate adaptation (such as resilience to flooding, extreme weather, or heatwaves) has been directly incorporated into the design. Features such as green infrastructure, permeable surfaces, and tree planting could help mitigate climate risks, but further detail is needed on how these aspects have been considered.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Consideration should be given to climate resilience measures, including drainage improvements, flood prevention strategies, and heat mitigation (e.g., urban tree planting and shading areas).

4. Just transition, green jobs and skills

Will the proposal ensure that nobody is left behind in the transition Will the proposal ensure that nobody is left behind in the transition to a low carbon economy and that those who contribute the least to the climate crisis are not the most disadvantaged by it and are indeed supported to transition in a fair and equitable way?

A. Please specify the impact your proposal will have?

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects may create short-term construction jobs, but it is unclear whether it will provide long-term green job opportunities. There is potential for indirect benefits, such as supporting businesses catering to active travel, but this is not guaranteed.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Further consideration should be given to embedding green skills training within the project delivery and ensuring that procurement policies prioritise local suppliers with sustainable practices.

5. Climate literacy, climate conversations and positive environmental behaviours

Will the proposal help improve climate literacy, foster climate conversations and/or positive environmental behaviours, within the council and beyond with partners, businesses, community groups and individuals, including school communities?

A. Please specify the impact your proposal will have?

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

While the projects promote active travel, which can encourage positive environmental behaviours, it does not explicitly include measures to increase climate literacy or awareness.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

South Ayrshire Council could implement public engagement campaigns to educate residents on sustainable transport benefits, emissions reduction, and environmentally friendly urban spaces.

6. Biodiversity and ecological recovery, Soil and water health, Connecting people to nature (biodiversity duty, Edinburgh Declaration)

Will this proposal support nature recovery and restoration and help people to connect with nature and their local environment? Will this proposal support nature recovery and restoration and help people to connect with nature and their local environment? How will this proposal impact plants, animals, fungi and microorganisms? How will this proposal transform the current landscape and how it is used and maintained?

A. Please specify the impact your proposal will have?

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The impact on biodiversity and ecological recovery is unclear, as the projects focus on urban infrastructure rather than natural habitats. Some greening measures could benefit biodiversity, but these have not been explicitly detailed.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Further consideration should be given to incorporating urban greenery, pollinator-friendly planting, and sustainable drainage systems to enhance biodiversity within the town centre.

7. Sustainable Food (Glasgow Declaration)

How will this proposal support a sustainable relationship with food in South Ayrshire, delivering maximum co-benefits in relation to health, environment, emissions, social and economic wellbeing etc? How will this proposal support a sustainable relationship with food in South Ayrshire, delivering maximum co-benefits in relation to health, environment, emissions, social and economic wellbeing etc?

A. Please specify the impact your proposal will have?

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects do not have a direct focus on food systems or sustainability. While improved public spaces may indirectly support local food businesses, it is unclear whether the proposal will encourage sustainable food consumption.

D. **MITIGATIONS/FURTHER CONSIDERATION REQUIRED** (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Not applicable unless the projects integrate food sustainability elements, such as local food markets or community food initiatives.

8. Travel less by car (national target to reduce car kms driven by 20% by 2030)

Will this proposal help reduce the distance driven by car?

A. **Please specify the impact your proposal will have?**

reduction in car km drive

B. **Will this impact last beyond the delivery phase of the proposal?**

yes

C. **Briefly explain why you chose these options:**

The projects are designed to reduce car dependency by improving pedestrian and cycling infrastructure in settlements across South Ayrshire. The introduction of wider footpaths, dedicated cycle lanes, safer crossings, and improved wayfinding will encourage residents and visitors to opt for walking, wheeling, or cycling instead of short car trips. By making South Ayrshire more accessible for active travel, the project aligns with Scotland's target to reduce car kilometres by 20% by 2030.

D. **MITIGATIONS/FURTHER CONSIDERATION REQUIRED** (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

To maximise the reduction in car use, further considerations could include integrating public transport improvements, introducing bike-sharing schemes, and awareness campaigns to promote sustainable travel options.

9. Enable Sustainable and Active Travel

Will this proposal help people to make journeys safely and effectively using the power of their own bodies? Will this proposal help people to reduce the impact of their travel and make the journeys they need to in the most sustainable way, ie **decreasing** usage of more carbon-intensive modes of travel such as flying or single occupancy car use?

A. **Please specify the impact your proposal will have?**

decrease

B. **Will this impact last beyond the delivery phase of the proposal?**

yes

C. **Briefly explain why you chose these options:**

The projects prioritise active travel by enhancing pedestrian-friendly routes, creating dedicated cycle lanes, and improving accessibility for people with mobility challenges. These measures will support safer and more efficient travel, particularly for commuters, students, and visitors, making walking, wheeling, and cycling a more attractive and practical choice. The improvements contribute to healthier lifestyles, reduced emissions, and increased social interaction throughout South Ayrshire.

D. **MITIGATIONS/FURTHER CONSIDERATION REQUIRED** (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

To further promote active travel uptake, additional measures such as secure cycle parking, public bike hire schemes, and employer-led initiatives (e.g., cycle-to-work schemes) could be introduced. Continued monitoring of travel patterns will be essential to assess the long-term behavioural change towards sustainable transport.

10. Liveable local places and the 20 minute neighbourhood (NPF4)

The 20-minute neighbourhood is all about 'living locally' – giving people the ability to meet most of their everyday needs within a 20-minute walk, short cycle or local public transport trip of their home. It is good for quality of life, reducing health inequalities, the environment and the local economy. Will this proposal help ensure people have what they need in their local communities, such as appropriate service provision and support, helping them to live more sustainably as a result?

A. **Please specify the impact your proposal will have?**

improvement

B. **Will this impact last beyond the delivery phase of the proposal?**

yes

C. **Briefly explain why you chose these options:**

The projects support the 20-minute neighbourhood concept by improving local connectivity, public realm, and access to essential services within walking and cycling distance. The enhancements to accessibility, pedestrian routes, and cycling infrastructure will encourage local residents to use nearby services, reducing the need for car travel and strengthening the local economy. By making South Ayrshire more walkable, inclusive, and vibrant, the project contributes to greater sustainability, social cohesion, and economic resilience.

D. **MITIGATIONS/FURTHER CONSIDERATION REQUIRED** (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

To strengthen its alignment with the 20-minute neighbourhood model, South Ayrshire Council could consider further integration of essential services, community facilities, and local business support schemes to ensure that residents have greater access to amenities within their immediate vicinity.

CROSS-CUTTING IMPACTS

Please answer all 5 sections on this page. There are 4 questions for each section. The guidance notes provide additional information to be considered when deciding the impact rating. Questions A and B have drop down menus for the answers.

1. Trauma Informed Approach

How will this proposal support a trauma informed approach? Why does this matter?

Trauma is an event, series of events, or set of circumstances that is experienced by an individual as physically or emotionally harmful or life threatening and that has lasting adverse effects on the individual's functioning and mental, physical, social, emotional, or spiritual well-being." (SAMHSA, 2014). **Why Is This Important?** We are now realising how common trauma is and are recognising the long term impacts trauma can have on a person and/or community. Dealing with the impacts of trauma has now become a public health priority in Scotland, with around 70% of people experiencing trauma, which rises to around 98% within services. Thus, it is important that our workforce can respond appropriately in a way that supports recovery and resilience: while reducing opportunities of re-traumatisation.

A. Please specify the impact your proposal will have on a trauma informed approach:

supports resilience and recovery

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects focus on infrastructure and public realm improvements, which are not explicitly designed to address trauma-informed approaches. However, elements such as safer public spaces, improved lighting, and accessible pedestrian areas may indirectly contribute to reducing stress and anxiety for individuals who have experienced trauma by creating a more welcoming and secure environment.

Despite these potential benefits, the project does not directly incorporate trauma-informed design principles, mental health support, or engagement strategies that focus on trauma recovery, making the impact uncertain at this stage.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

Further consideration could be given to consulting with mental health professionals and trauma-informed design experts to assess whether environmental factors such as public seating, safe spaces, and signage could be enhanced to support those affected by trauma. If feasible, additional community engagement sessions could be held to explore how the project might better support individuals with lived experience of trauma.

2. Our Ageing Population

How will this proposal support our ageing population? Why does this matter?

South Ayrshire has one of the oldest populations in Scotland and this will get increasingly pronounced. For example, the over-75 population will almost double in the next 20 years. This results in challenges not just for formal health and care services - like hospitals, primary care and care homes - but also wider supports that older people may need to keep independent, healthy, active and connected. This means that services that South Ayrshire Council has responsibility for such as housing, leisure, libraries, as well as those of wider Community Planning Partners (such as transport, NHS, Health and Social Care Partnership, Voluntary Groups) will be materially affected by this significant local demand. Developing a workforce sufficient to meet this issue will be one of the most significant collective challenges in the locality.

A. Please specify the impact your project will have on our ageing population:

positive impact

B. Will this impact last beyond the delivery phase of the proposal?

unsure

C. Briefly explain why you chose these options:

The projects include improvements to pedestrian infrastructure, widened pavements, and more accessible public spaces, all of which have the potential to benefit older adults by improving mobility and walkability.

However, the extent of the benefit is unclear, as further details are needed regarding specific provisions for older people, such as seating areas, rest points, tactile paving, and accessible wayfinding. If these features are not sufficiently prioritised, the project may not fully address the needs of South Ayrshire's growing ageing population.

D. MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

The projects should consider enhancing accessibility features, including additional seating, shade provision, and clear wayfinding signage, to ensure that older people can navigate the town centre safely and comfortably. Further engagement with older people's organisations would be beneficial to understand how infrastructure changes can best support their independence and wellbeing.

3. Health and Wellbeing

How will this proposal support the health and wellbeing of our communities? Why does this matter?

Health and wellbeing is about providing an equal chance for people to live a healthy life and supporting factors that positively impact on mental and physical health. Factors impacting health could be: access to services, quality of housing, access to blue and green space or leisure spaces, social connection, access to healthy food, stress at work or at home. Consider the choices around healthy lifestyles, physical activity or social activity that your proposal may promote or enable.

A. Please specify the impact your proposal will have on the health and wellbeing of our communities:

increase positive health outcomes

B. Will this impact last beyond the delivery phase of the proposal?

yes

C. Briefly explain why you chose these options:

The projects will have a positive impact on the health and wellbeing of communities by promoting active travel, improving access to public spaces, and enhancing pedestrian and cycling infrastructure. By creating safer, more accessible routes for walking, wheeling, and cycling, the project encourages physical activity, which is known to have long-term benefits for both physical and mental health.

Additionally, the improved public realm, increased green spaces, and more pedestrian-friendly streets contribute to a more inviting, less stressful urban environment, which can help reduce social isolation, improve community cohesion, and support mental wellbeing. The projects also enhance safety through improved lighting, clearer pathways, and better crossings, making the town centre more inclusive and accessible for all age groups.

MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

D.

To maximise the health benefits, further consideration could be given to:

- Providing additional seating and resting areas for those with mobility challenges.
- Ensuring inclusive access to public spaces for individuals with disabilities and older adults.
- Incorporating more green infrastructure to improve air quality and mental wellbeing.
- Engaging with community groups to encourage active use of the improved public spaces for recreation, social activities, and wellbeing-focused initiatives.

4. The Promise

How will this proposal support The Promise.? Why does this matter?

In 2020, Scotland made The Promise that care experienced children and young people will grow up loved, safe and respected. By 2030, that promise must be kept. It is our legal duty to make sure that our attention and resources are focused on upholding the rights, safeguarding and promoting the wellbeing of South Ayrshire's young people with care experience. This includes supporting those who care for them. It is important to show how committed we are in South Ayrshire to working together to #KeepThePromise to all the children and families that we work with and for. We are leading, collaborating, and driving change through South Ayrshire's 10 Improvement areas which focus on a good childhood and whole family support and the use of care based language. What matters to children and families and the voices of those with lived experience should play a huge part in shaping policy and practice across all of our services moving forward.

Please specify the impact your proposal will have for infants, children and young people with care experience and their wider families:

A.

uncertain / not clear

B. Will this impact last beyond the delivery phase of the proposal?

B.

unsure

C. Briefly explain why you chose these options:

C.

The projects do not directly target or prioritise care-experienced children and young people, making its impact unclear. However, improvements in public spaces and active travel routes could indirectly benefit care-experienced young people by creating safer, more accessible environments for social interaction, commuting, and recreation.

Without specific engagement with care-experienced individuals, it is difficult to determine whether the project meets their unique needs, such as safe spaces, accessible information, or routes to essential services and support networks.

MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

D.

Further engagement with care-experienced young people and relevant organisations (such as The Promise Scotland or local youth support groups) could help identify opportunities to enhance accessibility and inclusion within the town centre improvements. Consideration should also be given to ensuring public spaces feel welcoming, safe, and accessible to young people who may face social or economic barriers.

5. Rurality

How will this proposal support our rural communities? Why does this matter?

Rural communities face unique challenges compared to urban areas. People living in rural communities are more likely to pay higher transport and weekly food costs. Almost two-thirds of dwellings in rural areas are not connected to the gas grid and instead will need to rely on alternative fuels. Rural communities may also experience a decline in public services and need to travel to access key services such as GPs and shops. (ref: Scottish Affairs Committee and Scottish Government Rural Scotland Key Facts 2021)

A. Please specify the impact your proposal will have for people who do not live in urban areas:

positive impact

B. Will this impact last beyond the delivery phase of the proposal?

B.

yes

C. Briefly explain why you chose these options:

C.

The projects focus on active travel improvements, linking various towns/settlements of South Ayrshire together under the Ayrshire Link network. This will therefore support connectivity with rural communities.

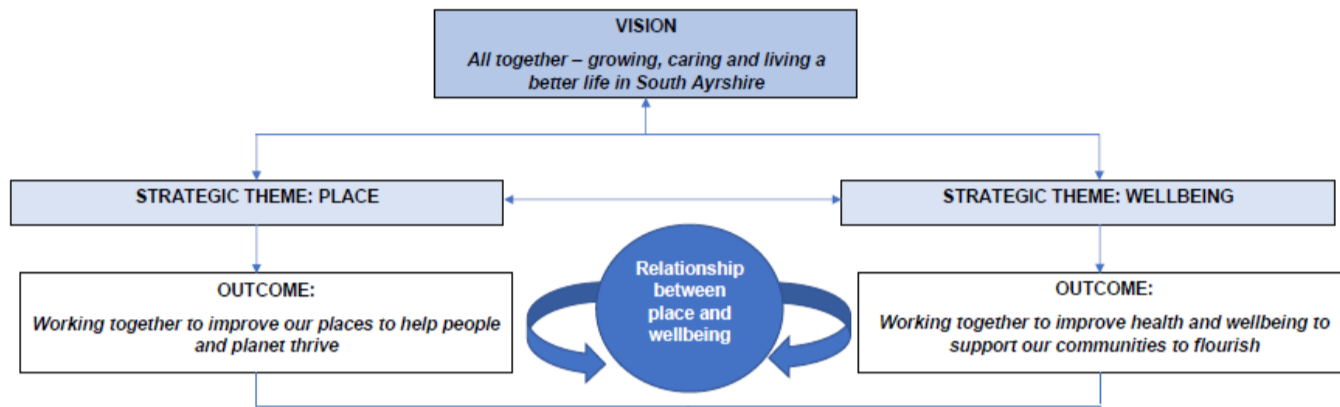
MITIGATIONS/FURTHER CONSIDERATION REQUIRED (please summarise your mitigating actions for any negative (red) impacts you have identified, or detail areas of further consideration to be considered if you are uncertain or unclear (grey). If none required insert 'not applicable')

D.

Further consultation with rural residents may help identify ways to increase the project's benefits for those living outside urban areas.

EVIDENCE

This tab can be used to collate any evidence you may wish to record as part of completing the IIA



CHILDREN'S SERVICE PLANNING PARTNERSHIP	COMMUNITY SAFETY PARTNERSHIP	FINANCIAL INCLUSION AND GROWTH SDP	POPULATION HEALTH SDP	SUSTAINABILITY SDP
<p>Priority Areas:</p> <p>The Promise We will place love and relationships at the centre of the experiences and outcomes for every infant, child, and young person with care experience. We will do this through working together to fully implement the findings of the care review and The Promise by 2030.</p> <p>Young Carers Ensuring that all children and young people under the age of 18 who support, or help to support a relative or friend, because they have a physical or mental illness, disability, issues with drugs or alcohol, communication needs, or are elderly or frail, are recognized as being a South Ayrshire young carer. To work together across the CPP to ensure that young carers have access to the necessary support, advice, and resources to live a full active and achieving life.</p>	<p>Priority Areas:</p> <p>Safer Communities We will work in partnership to reduce violence and antisocial behaviour in South Ayrshire by working with our local licensed and hospitality trade, schools, and local communities helping make South Ayrshire a safer place to live. We will work in partnership to reduce all forms of violence against women and girls.</p> <p>Home, Road, and Water Safety We will work in partnership to reduce the number of serious accidents at home, on our roads and in our waterways by delivering and promoting a range of safety initiatives.</p>	<p>Priority Areas:</p> <p>Financial Inclusion We will work in partnership to help individuals and families access financial support services that will assist with fuel poverty, income maximization and food insecurity. Partners will ensure local support is available that assists with the cost of living by ensuring advice, guidance and support services are accessible and available across South Ayrshire.</p> <p>Economic, Employability and Lifelong Learning Opportunities We will work in partnership to prepare and assist people for employment, training, education, and volunteering opportunities. We will create opportunities that will assist our communities to thrive through economic development and local wealth building activity. We will ensure provision in South Ayrshire is aligned with local, regional, and national priorities by developing personal centred approaches for individuals accessing our services.</p>	<p>Priority Areas:</p> <p>Ageing Well We will focus on 'Ageing Well' which will incorporate the work of our Ageing Well Strategy and the development of Age Friendly Communities. We will work with our stakeholders and local communities to co-design what our key priorities for ageing should be so that we are working together to make South Ayrshire the best place in Scotland to live and age well.</p> <p>Mental Health Improvement including Suicide Prevention We will support the mental health and wellbeing of our communities with a focus on prevention and early intervention, aligning with Scotland's Mental Health and Wellbeing Strategy.</p> <p>Green Health Active Living We will focus on green health which is about engaging with nature to improve physical, mental and social health and wellbeing e.g., walking, gardening/growing, bird watching. Alongside this we will focus on active living which involves building physical activity into everyday actions e.g. taking the stairs rather than a lift, having walking meetings, cycling as part of a journey.</p> <p>Physical Activity and Sport We will co-ordinate and monitor physical activity and sport, so that everyone across the life course will have opportunities to be involved in, and remain involved in, physical activity and sporting activities.</p>	<p>Priority Areas:</p> <p>Energy We will work to encourage appropriate energy use in South Ayrshire (reduced use through behaviour change, energy efficiency measures, good design etc) and promote low and zero carbon sources of energy where possible. We will work with partners to promote the installation of local renewable energy generation and it's use. Demonstrating best practice in Scotland.</p> <p>Food We will promote healthy diet choices that reduce the ecological footprint of our food and encourage sustainable local food production and consumption.</p> <p>Travel We will work to promote and enable the sustainable travel hierarchy to reduce car distance driven and ensure when travel is required it is as sustainable, active, and low emission as possible. We will support 20-minute neighbourhoods.</p> <p>Nature We will work to create functional nature networks and connect people with nature.</p> <p>We will work across all the LOIP priorities, and with our Community Planning Partners, to adapt to a changing climate and promote a just transition to net zero.</p>
<p>These are the priority areas which will be taken forward by our SDPs to support our outcomes. The interconnectedness of place and wellbeing, and the contribution that they both make to reducing inequalities and improving outcomes for our communities, mean that priorities will, in most cases, align to both outcomes and strategic themes.</p>				

PLEASE READ CAREFULLY BEFORE CREATING SUMMARY

Click button on top right to save IIA summary as a .pdf document.

You will then be greeted with the 'Printer Setup' dialog window (shown on right). Be sure to select 'Microsoft Print to PDF' before hitting 'OK'.

Once clicked, you will be prompted to name the output file and select the destination folder.

Before hitting 'Save' in this dialog window, please double-check 'PDF Document (*.pdf)' is selected in the 'Save as type:' option (shown in below screenshot).

