AYRSHIRE SHARED SERVICE JOINT COMMITTEE

2 DECEMBER 2022

Report by the Head of Roads - Ayrshire Roads Alliance
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**AYRSHIRE ROADS ALLIANCE
IMPROVEMENT ACTION PLAN**
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PURPOSE OF REPORT

1.   The purpose of this Report is to advise the Joint Committee on the management of the Improvement Action Plan with the Ayrshire Roads Alliance.

RECOMMENDATIONS

2.   **It is recommended that the Joint Committee:**
     i.   Notes the Improvement Action Plan presented in this report;
     ii. Continues to receive updates on progress; and
     iii. Otherwise, notes the content of the report.

BACKGROUND

3.   The purpose of the report is to provide regular updates on the Improvement Action Plan. This would ensure that the actions are monitored and scrutinised at a minimum of a quarterly basis and is contained in Appendix 1.

MAIN REPORT/MAIN ISSUES

4.   This Improvement Action Plan is collated by the Business Support Manager and used to:

     •   monitor the progress in meeting the Ayrshire Roads Alliance's objectives;
     •   help managers to continually review the actions and progress to date; and
     •   identify any risk / problem areas that need addressed regarding the Improvement Action Plan.

5.   The Scottish Government have yet to publish the finalised STPR2 Document previously planned for October 2022.

6.   ARA have completed and submitted the consultation document to Scottish Government attached in Appendix 2.

POLICY/COMMUNITY PLAN IMPLICATIONS

7.   A well maintained road network will contribute to achieving the Community Plan objectives in relation to Economy & Skills and Safer Communities to maintain good access to our communities within East Ayrshire.

8.   The matters referred to in this report contribute to South Ayrshire Council strategic objective of 'Enhanced Environment through Social, Cultural and Economic Activities' and within that to the outcome 'Work with partners to improve roads and other infrastructure, to encourage house building and business investment that sustains local communities'.

LEGAL IMPLICATIONS

9.   The Risk Register is a management tool and this will not replace the existing statutory returns for risk and performance related information.

HUMAN RESOURCES IMPLICATIONS

10.   The Risk Register has no direct impact on human resources.

EQUALITY IMPACT IMPLICATIONS

11.   The Risk Register complements the Equality Impact Assessment by ensuring that any issues arising are adequately prioritised, managed and either eliminated or mitigated.

FINANCIAL IMPLICATIONS

12.   The Risk Register facilitates the existing scrutiny arrangements to manage, prioritise, and review the budget provided by East Ayrshire Council and South Ayrshire Council to the Ayrshire Roads Alliance.

RISK IMPLICATIONS

13.   The Risk Register assists in the prioritisation of risks that need to be mitigated by the Ayrshire Roads Alliance in order to reduce the overall risk to either Council and to comply with the Community Plan/Council Plan in both partner bodies.

TRANSFORMATION STRATEGY

14.   This Report aligns with the following design principle stated in the "Transformation Strategy 2017-2022".

   •   "Maximum value for our communities", by ensuring the various elements of the Ayrshire Roads Alliance improves transport provision across both networks.

Kevin Braidwood
Head of Roads – Ayrshire Roads Alliance
21 November 2022

BACKGROUND PAPERS

Ayrshire Roads Alliance Service Plan 2022/23

LIST OF APPENDICES

1.   Ayrshire Roads Alliance Action Plan
2.   RTS ARA Response to Consultation

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AYRSHIRE ROADS ALLIANCE IMPROVEMENT ACTION PLAN 2022/23 – DECEMBER UPDATE

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Continue to use the integrated Roads Asset Management Plan across the Ayrshire Roads Alliance.	There is one Asset Plan for the Service delivering a risk based approach for full service delivery	Head of Service	March 2023.	SCOTS RAMP Project. Development work has been extended with staff attending various external workshops to progress this work.
2	Continue to prepare details for developing an integrated Local Transport Strategy.	A Strategy covering both Council areas, which will involve consultation with stakeholders. Information will be gathered to inform the future Local Transport Strategy. Continue to contribute to the Scottish National Transport Strategy, Regional Transport Strategy and Strategic Transport Projects Review work.	Head of Service	March 2023	The Regional Transport Strategy, through SPT, has just commenced on which the Alliance has Board membership. The Local Strategy will be created as an appendix to the Draft RTS when this is published in June 2022
3	Action the Flood Risk Management Plan	Complete schemes and undertake studies. Inform the next national cycle of potential flood risk management schemes beyond 2022.	Head of Service	January 2023	Continue with construction of new Cumnock Phase 2. Continue design work on the Irvine Valley Work. Continue with flood study works for the River Ayr, River Doon and in Girvan. Continue to engage with SEPA with the final document due for publication Autumn 2022 with reports brought to committees within East and South Ayrshire.

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
4	Improve the condition of the road network.	Improve annual roads survey results which are part of the SRMCS work. Ensure the Alliance undertakes more proactive maintenance.	Head of Service	Site works will be undertaken throughout 2022/23.	Key dependencies are the Road Improvement Plans approved by the relevant Committees in East Ayrshire and South Ayrshire in spring 2022. Progress is provided to members, and relevant Committees .Currently reviewing capital spend as a result of increased costs.
5	Ensure the road network remains safe through raising awareness and improving road safety through education, engineering and enforcement.	Reduce road accidents in line with government targets. Provide appropriate traffic management schemes and initiatives.	Strategic Manager Roads and Transportation	March 2023	Scottish Government and SCOTS guidance is used. A key dependency is the Road Improvement Plans which are presented to Cabinet and Leadership each year.
6	Improve the condition of the bridge stock.	Improve bridge condition index. Reduce the number of weight restricted bridges. Complete all general, special and principal bridge inspections.	Design & Environment Manager	March 2023	Through the Road Asset Management Plan. Key dependencies are Road Improvement programmes approved by Committees in East Ayrshire and South Ayrshire in spring 2022. Deliver the capital and revenue programmes.
7	Manage and improve the street lighting asset and install energy efficient lighting schemes.	Maintain high standard of fixing dark street lights. Complete the LED lighting replacement programme in both East Ayrshire and South Ayrshire.	Head of Service	October 2023	Through the Road Asset Management Plan, with additional funding being provided to commence the LED programme. At present performance is 82% of streets lights are now LED in EAC; and 98% in SAC. On target for completion within timescales.
8	Maximise and deliver externally funded sources of work	Identify external funding sources and deliver work on time and on budget. Improve infrastructure; and contribute to improving the condition of the network.	Head of Service	Works will be undertaken throughout the 2022/23.	External sources, including Timber Transport, SUSTRANS, SPT - Regional Transport Partnership, CWSS - Cycling Walking and Safer Streets. Scottish Government Bridge Fund.SFT

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
9	Implementation of Parking Strategy	Develop	Head of Service	Works will be undertaken through 2022/23	Amendments to TRO's, lining, signing and residential parking permits and implementing an improved process using digital technology.
10	Prepare Service Plan	Publish	Head of Service	Annual	East Ayrshire Council Community Plan. South Ayrshire - Local Outcomes Improvement Plan and Local Place Plans. Draft Plan to be submitted to Joint Committee in December 2022.
11	Continue to review insurance costs and insurance issues.	Review current practices to minimise insurance costs.	Head of Service	Complete	Ayrshire Roads Alliance Monthly Insurance Report. There is good dialogue with the Risk & Insurance to ensure our work improves the number of repudiated claims. The number of claims has greatly reduced due to the implementation of the new Code of Practice.
12	Review Depots and Accommodation	Continue to review in 2022/23 from initial work was completed in 2017 as a result of amended working practices.	Head of Service	March 2023	Joint Committee Reports of November 2016. Although initial work has been completed we continue to strive to make depot and accommodation cost savings. Further work will continue on this as a result of COVID and the return to office space during 2022/23.
13	Review vehicle and plant costs	Continue to review in 2021/22 from initial work that was completed in 2017.	Head of Service	March 2023	Joint Committee Reports of June 2016 The service continues to review fleet requirements with the most recent improvement being on the management of vehicle utilisation, electric vehicles and Telematics.

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
14	Monitor and exercise Business Continuity Plans	Improved resilience.	Business Support Manager	Review and update following relevant local and national events.	Existing East Ayrshire and South Ayrshire Council plans are all revised and up to date.
15	Continue to use the Roads Costing System to its full potential.	Improve service performance from both an on-site and financial perspective.	Business Support Manager	January 2023	Revised roads costing system was fully operational from November 2018. The system continues to be used to monitor performance and work is ongoing to implement digital timesheets linked to the Roads Costing System.
16	Support and contribute to the Ayrshire Growth Deal	Transport Summit has taken place and outcomes are included in the National Transport Strategy, Regional Transport Strategy and the Strategic Transport Projects Review.	Head of Service	October 2022	The Transport Appraisal being led by Transport Scotland commenced in January 2019. We continue to engage with Transport Scotland to ensure the Ayrshire Growth Deal transportation work is included in Strategic Transport Projects Review 2 work.
17	Regional Transport Strategy	Successfully contribute to the preparation of this work being led by SPT. The Alliance has Board representation.	Head of Service	June 2022 Complete October 2022	SPT documents and existing Regional Transport Strategy the draft RTS was published June 2022.ARA will respond to the consultation by the deadline of October 2022
18	Regional Transport Appraisal	Ensure the various projects identified as part of this work are included in the Strategic Transport Projects Review.	Head of Service	October 2022	Transport Scotland documents Work is on-going with the completion date for the STPR2 of October 2022.

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
19	National Transport Strategy	East Ayrshire and South Ayrshire Councils contribute to this process to ensure the sustainable transport hierarchy and sustainable investment hierarchy are delivered.	Head of Service	October 2023	In recognition of the anticipated increase in Active Travel work, it is proposed that a member of staff is dedicated directly to this work.
20	National Transport Strategy – review of Governance	East Ayrshire and South Ayrshire Councils contribute to this process to ensure that the outcome/output meets the needs of the road users/communities in both Council areas.	Head of Service	March 2023	National Transport Strategy
21	Transport (Scotland) Bill -	East Ayrshire and South Ayrshire Councils contribute to this process to ensure the work provides the best outcome for road users in both Council areas.	Head of Service	Complete	Transport (Scotland) Bill received Royal Assent 15 November 2019.
22	Transport (Scotland) Bill -	East Ayrshire and South Ayrshire Councils contribute to this process to ensure a pragmatic approach is taken in delivering the pavement parking ban in both Council areas.	Head of Service	March 2023	Transport (Scotland) Bill and Transport Scotland Parking Standards working group still awaiting guidance from Transport Scotland.
23	Levelling Up Fund	East Ayrshire and South Ayrshire Councils contribute to this process to ensure that the outcome/output meets the needs of the road users/communities	Head of Service	Complete	Levelling Up Fund bids will be submitted June 2022.

East Ayrshire Council Strategic Priorities 2022/23

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Progress and complete the New Cumnock Flood Protection Project	Complete the flood prevention projects at the Leggate and beside the Afton Water.	Head of Service	January 2023	East Ayrshire Council and Scottish Government funding. The Leggat stage of the works was completed in August 2018 with the Afton Water phase commenced May 2021 with an 18 month contract duration.Project currently 2 months behind programme.
2	Develop Projects approved from the Flood Risk Management Plan	Progress relevant studies and inform the developing list of schemes for cycle two of the national protection schemes to be delivered from 2022.	Head of Service	January 2023	East Ayrshire Council and Scottish Government Funding. Continue with work on studies for the Irvine Valley, Dalrymple, Catrine and Dalmellington through the financial year.
3	Support and contribute to the Ayrshire Growth Deal	Stimulate economic growth and address inclusive growth concerns. Contribute to infrastructure projects which are being developed through the Regional Transport Appraisal work being led by Transport Scotland.	Head of Service	October 2022	The all Ayrshire Transport Appraisal being led by Transport Scotland commenced in January 2019. We will continue to engage with Transport Scotland to ensure the Ayrshire Growth Deal transportation work is included in Strategic Transport Projects Review work.
4	Transformation Strategy 2	Continue to provide a high quality roads service within decreasing available budgets. Includes service re-design work.	Head of Service	Complete	East Ayrshire Council reports to various Committees. Work commenced and was completed by March 2022 including a full revision of ARA structure.
5	Active Travel Strategy	Develop active strategy for travel across South Ayrshire Network and East Ayrshire Network	Head of Service	Complete	A full review of active travel provision in East Ayrshire has been undertaken and this will be presented to the relevant East Ayrshire Council Committee Summer 2022.

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
6	EV Strategy	Develop EV strategy across East Ayrshire Network	Head of Service	December 2023	A full review of EV provision in East Ayrshire has been undertaken at present and this will be presented to the relevant East Ayrshire Council Committee with further work being carried out in partnership with Scottish Futures Trust to assess public charging funding models.
7	Levelling Up Fund	Completion and Submission of Bid for improvements to Bellfield Interchange	Head of Service	Complete	Design and modelling work to improve Bellfield to increase capacity and open up [development opportunities.
8	Ash Die back Strategy	Develop a risk based strategy for the management of Ash Die Back.	Head of Service	November 2022	Develop a risk based approach to the management of Ash Die Back.

South Ayrshire Council Strategic Priorities 2022/23

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
1	Implementation of car parking strategy for South Ayrshire.	Complete this work with improved parking provision and management.	Head of Service	Complete	A full review of car parking provision in South Ayrshire is being undertaken at present and this will be presented to the relevant South Ayrshire Council Committee.
2	Develop Projects approved from the Flood Risk Management Plan	Progress relevant studies and inform the developing list of schemes for cycle two of the national protection schemes to be delivered from 2022.	Head of Service	January 2023	Flood study work in the Girvan area is progressing and a report will be presented to the relevant South Ayrshire Council Committee.
3	Support and contribute to the Ayrshire Growth Deal	Stimulate economic growth and address inclusive growth concerns. Contribute to infrastructure projects which are being developed through the Regional Transport Appraisal work being led by Transport Scotland.	Head of Service	October 2022	The all Ayrshire Transport Appraisal being led by Transport Scotland commenced in January 2019. We will continue to engage with Transport Scotland to ensure the Ayrshire Growth Deal transportation work is included in Strategic Transport Projects Review work.
4	20mph speed restrictions in villages	Progress with the 20mph speed restrictions in all villages. Maintain engagement with the local communities.	Head of Service	March 2022 phase 1&2 Complete March 2023 phase 3	Completed phase 1 and 2. Design work and consultation phase 3 Responses received from two CC's with further design work required.
5	Anticipated Budget Reductions in 2022/23	Continue to provide a high quality roads service within decreasing available budgets. Includes service re-design work.	Head of Service	March 2023	Reports to various Committees.

	Action	Success Criteria/ Desired Outcome	Responsible	Timescale	Details
6	Active Travel Strategy	Develop active strategy for travel across South Ayrshire Network	Head of Service	Complete	A full review of active travel provision in South Ayrshire has been undertaken and was presented to Leadership Panel. Strategy to be published.
7	EV Charging Strategy	Develop further the EV strategy for South Ayrshire Network	Head of Service	December 2022	A full review of EV provision in South Ayrshire was being undertaken and approved by Leadership Panel. This will be reviewed as a result of work with Scottish Futures Trust to assess public charging funding models.
8	Levelling Up Fund	Submission of Active Travel bid	Head of Service	Complete	Joint bid with NAC for active travel route Ayr to Irvine
9	Levelling Up Fund	Submission of A70 Improvement Package.Deferred Submission of Active Travel Bid Prestwick to Ayr	Head of Service Head of Service	June 2022 Complete	Bid submission for A70 improvements.Deferred. Bid Submitted
10	Motorhome Trials	Develop Campervan sites along the coastline.	Head of Service	March 2023	Formalisation of two temporary sites at Girvan and Ayr and additional trials at Ballantrae, Maidens, Prestwick and Troon.Progress paper to be brought to cabinet November 2022
11	Strategic Economic Impact Assessment A75/A77	There is a growing desire to understand the importance / effectiveness of the improvements outlined along the A75 and A77.	Head of Service	Complete	Public consultation / survey covering communities throughout Ayrshire (North, South and East) and Dumfries & Galloway is currently being undertaken. To date there has been approximately 600 responses, with more responses expected as the survey is promoted on social media and the radio. Final report complete for reporting July 2022.To be signed off by D&G and SAC.

APPENDIX 2

Regional Transport Strategy
Consultation Response
Copy of Draft RTS available as a pdf <u>here</u>.

RTS Survey Questions:

The RTS Strategic Framework, which includes the RTS Priorities, Targets, Objectives and Policies for the new strategy, is set out in Chapter 6 of the draft RTS document.

Does the RTS Strategic Framework support your organisation's strategic aims
◉ Yes
○ No
○ Partly
○ Not sure

Please provide additional comments to support your answers.

ARA Response:
The general aims of the RTS are commendable, and compatible with the strategic objectives held by both East and South Ayrshire Councils.
Of particular focus/concern across Ayrshire is tackling the effects of social deprivation and a lack of access to specific modes of travel and/or access to key facilities.

Does the RTS Strategic Framework provide a strong basis for improving transport in the region?
○ Yes
○ No
◉ Partly
○ Not sure

Please provide additional comments to support your answers.

ARA Response:
The framework covers a number of key areas, and sets commendable targets and aspirations, however the challenge will be <u>how</u> to achieve these aims.

How important is the policy theme 'Accessing and Using Transport' to you or your organisation?

⦿ Very important
○ Somewhat important
○ Neutral
○ Somewhat unimportant
○ Not at all important
○ Not sure

Policy: P.A1 Accessible transport

Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.

Question Title
Do you support this policy?

⦿ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
In order to successfully reduce reliance on single-occupancy car trips in favour of other sustainable modes, the alternatives need to be safe, reliable, efficient and affordable options.

Electric Vehicles will be central to our future transport network, and a rapid increase in both investment and infrastructure is needed to meet the looming 2030 deadline.

Policy: P.A2 Affordable transport

Promote and facilitate public transport to be more affordable particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations. Develop and facilitate the role of active travel as an affordable transport option.

Question Title
Do you support this policy?
☉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
This represents a critical area of focus for communities in both East and South Ayrshire Council areas, including many of our more rural settlements.

Affordability needs to be at the centre of the public transport offer going forward, as does the need for public transport (likely as part of a wider MaaS system) to fully meet the needs of communities. This is particularly relevant in rural settings where affordable, convenient access to essential services is vital to community wellbeing and growth.

Policy: P.A3 Availability of Transport

Ensure a minimum level of active travel and public transport coverage for all areas in the region to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges, and aim for enhanced transport coverage where possible. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel including women and single parent households, disabled people, young people, older people, lower income households, people who cannot drive and/or do not have access to a private car, and black and minority ethnic people. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
A critical element within this policy is ensuring that measures reflect and meet the needs of our communities. New facilities and/or infrastructure will frequently be required in areas where land/road-space/etc will be very constrained, which is likely to make delivery of improvements which enjoy a consensus of opinion difficult to achieve.

It may be necessary to afford greater emphasis on the hierarchy of travel modes throughout the RTS, as in many instances it will be impossible to satisfy the interests of all parties with respect to the local and strategic road network.

Policy: P.A4 Safety and Security of Public Transport

Increase personal safety and security of people using and accessing public transport services. Ensure everyone is able to use public transport services free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the design process. Improve perceptions of personal safety and security of public transport services.

Question Title
Do you support this policy?
- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Safety of public transport patrons is paramount – not only in promoting public transport as a viable option and encouraging new users, but also to create the safest and most reliable service possible for existing patrons.

Communities and equality groups should be included in identifying improvements and in addressing existing issues.

How important is the policy theme 'Reducing the need to travel and managing demand for car travel' to you or your organisation?
- ◉ Very important
- ○ Somewhat important
- ○ Neutral
- ○ Somewhat unimportant
- ○ Not at all important
- ○ Not sure

Policy: P.R1 Integration of transport and land use

Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day

activities. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.

Question Title
Do you support this policy?

- ● Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Land use planning will have a significant part to play in achieving this policy - a significant number of everyday car-borne trips on the road network relate to the school run, access to shops, other local facilities, etc. Careful land use planning can in principle help to create a complementary mix of land uses within local communities in an effort to reduce car trips, with proximity to services helping to make sustainable/active travel modes more appealing/viable.

Policy P.R2: 20-minute neighbourhoods

Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.

Question Title
Do you support this policy?

- ● Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

The principle of 20-minute neighbourhoods is commendable, and is likely to be something which could relatively easily be achieved with careful planning in larger conurbations such as Glasgow.

There are however far larger question marks over how a similar model can be achieved in smaller settlements/ rural locations. It may be more appropriate within the RTS for this policy to refer to "liveable neighbourhoods" or similar, as the current 20-minute approach may inadvertently exclude a number of locations. A less prescriptive liveable neighbourhood approach could seek to tailor solutions on a site/area-specific basis.

Policy P.R3: Flexible working and remote access to services

Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

<u>ARA Response:</u>
Both East and South Ayrshire Councils have adopted hybrid work styles as service requirements permit – whilst this was initially a response to Covid, it has however become typical practice in a number of areas and it appears that it is likely here to stay.

A remote or blended model should see levels of car use during peak commuting times reduce significantly.

With respect to digital/remote access to public services, this is something which should be explored, however there is a need to be mindful that in doing so this does not "leave behind" members of our communities who may not be particularly computer literate and may need a more traditional form of service delivery.

Policy P.R4: Road space reallocation

Encourage and support reallocation of road space to active travel and public transport where possible to increase and enhance capacity for active travel and public transport and tackle car-centric road systems.

Question Title
Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support a policy which seeks to encourage and support the reallocation of road space to active travel and public transport where possible, however, the public roads on our busiest areas are often already constrained in terms of available space. Road space allocation in these instances needs to be carefully balanced alongside the needs of our communities and local economy.

In more constrained circumstances it may also create competition for the use of space between active travel and public transport, so in certain circumstances this may come down to an "either/ or" decision.

Policy P.R5: Car demand management – parking

Encourage and support development of local parking policies that encourage more sustainable travel behaviours, in line with the sustainable travel hierarchy. Investigate and develop pricing strategies for park and ride provision to encourage sustainable travel to bus, rail or Subway stations/hubs, where appropriate.

Question Title
Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support this policy to a degree, however cognisance requires to be taken of the fact that parking policies and pricing strategies will in most cases also need to achieve a balance between supporting out local economies, providing adequate access to key facilities, etc.

We would in principle support the provision of park and ride facilities – there is a significant commuting pattern between Ayrshire and Glasgow which affords an opportunity for modal shift.

Policy P.R6: Car demand management – pricing

Support the investigation, development and implementation of road and parking pricing policies that encourage more sustainable travel behaviours and provide opportunities to fund active travel and public transport, in line with the sustainable travel hierarchy, and contribute to the development of the national Car Demand Management Framework. Support development of a Workplace Parking Licensing scheme in Glasgow and other towns in the region as appropriate.

Question Title
Do you support this policy?
○ Yes
○ No
◉ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
With respect to East and South Ayrshire areas, it is likely that revenue generated from parking charges would require to help meet the ongoing costs of parking infrastructure and enforcement – it is doubtful that this revenue would be at a level to also be able to help fund active travel and public transport interventions.

With respect to Workplace Parking Licencing schemes, we remain to be convinced that this would be an appropriate mechanism for use in Ayrshire.

Policy P.R7: Behavioural change

Facilitate a change in behaviours and attitudes towards travelling by car particularly travelling to school by car where high quality, active travel and public transport alternatives are available. Support Smarter Choices and promote more sustainable travel behaviours for all journey types including journeys made for leisure, recreational and tourism purposes.

Question Title
Do you support this policy?

- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
The school run in particular generates a significant amount of traffic on the local road network, as well as creating localised congestion in the vicinity of many schools. We fully support all efforts to positively influence behaviour change and attitudes in favour of a modal shift away from cars towards sustainable and active forms of travel.

Policy P.R8: Shared transport and shared journeys

Facilitate and support improved and increased shared transport provision in the region. Support a shift in car ownership behaviours from private ownership to shared transport. Facilitate and support increased sharing of journeys in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.

Question Title
Do you support this policy?

- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
The general principle is supported, however it is unclear what the RTS proposes as the options to try to achieve this policy aim. Car clubs and similar schemes have been tried in the past with varying degrees of success, however it is likely that a more radical approach consisting of a package of measures/initiatives would be required to achieve a step change in this area.

How important is the policy theme 'Enabling walking, wheeling and cycling' to you or your organisation?

- ◉ Very important
- ○ Somewhat important
- ○ Neutral
- ○ Somewhat unimportant
- ○ Not at all important
- ○ Not sure

Policy: P.AT1 Regional Active Travel Network

Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car as much as possible. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic as much as possible. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and green networks as much as possible to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.

Question Title
Do you support this policy?

- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support the principle of this policy, however as with 20 minute neighbourhoods terminology such as "Active Freeways" seems to be targeted more at larger urban centres such as Glasgow.

Active travel connectivity through the development of a regional network would represent a significant step forward in promoting everyday trips by active travel modes. Integration with other modes of travel is another aspect of this policy which we fully support.

Policy: P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities

Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Whilst the principles of this policy are admirable, in practical terms an accelerated delivery programme would require significant uplifts in both capital funding opportunities, and staffing resources. We would be unable to achieve an accelerated programme with current resourcing levels.

Policy: P.AT3 Access to bikes

Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

We welcome all efforts to tackle access to bikes, in particular with respect to overcoming social deprivation. Greater availability of adapted bikes would also be something we would fully support to improve inclusivity.

Policy: P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes

Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the aims of this policy.

Policy: P.AT5 Integration of micromobility and walking, wheeling and cycling

Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.

Question Title
Do you support this policy?

- ○ Yes
- ⦿ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

We have significant road safety concerns about the deployment of e-scooters on public roads and footways within our authority areas.

How important is the policy theme 'Enhancing quality and integration of public transport' to you or your organisation?

- ⦿ Very important
- ○ Somewhat important
- ○ Neutral
- ○ Somewhat unimportant
- ○ Not at all important
- ○ Not sure

Policy: P.PT1 Integrated public transport system

Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy and convenient for passengers to navigate. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable.   Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the regional transport strategy.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support a policy which seeks to deliver improvements/ enhancements to the public transport system in general – whilst mention is made of achieving a "world class" offer,

we have concerns that this again is a comment made with a focus on major conurbations such as Glasgow.

One of our major areas of focus with respect to Public Transport provision in East and South Ayrshire is service provision in our rural communities – many of these are presently without affordable, reliable and convenient public transport facilities to help them access employment, education or key facilities.

Achieving necessary improvements in these areas to deliver an appropriate standard of service should be placed above seeking to achieve "world class" status in urban centres if public transport is really being promoted as a viable mode of travel for all.

Policy: P.PT2 Ticketing and information

Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Aim for a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Whilst the aims of this policy are commendable, any such scheme also needs to ensure affordability to ensure that it is a benefit that can be realised by all, including those in areas of social deprivation.

Policy: P.PT3 Mobility as a Service

Develop and facilitate Mobility as a Service (MaaS) in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS

platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

<u>ARA Response:</u>
MaaS is likely to offer significant benefits to many of our communities, including those in more rural locations.

Policy: P.PT4 Bus quality and integration

Facilitate and enable development of an enhanced and fully integrated bus system for the region. Ensure the bus system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro. Support development and delivery of bus priority measures including Bus Partnership Fund. Facilitate development of bus partnerships, bus franchising and municipal bus operations where appropriate.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

<u>ARA Response:</u>
We support the principles covered by this policy, but would welcome greater detail around how many of these policy aims are envisioned to be achieved. For our communities affordability and reliability are key factors to increasing patronage levels on our local bus services.

Bus priority measures are something we support; however, this needs to be balanced against competing demands for road space, in particular in areas of spatial constraint, which are also often our busiest areas such as town or village centres.

Policy: P.PT5 Rail quality and integration

Facilitate and support development of the regional rail network in the region and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail system with other sustainable transport modes including bus, ferry, Subway and Clyde Metro.

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
As with our response to the previous question, affordability and reliability are key factors to increasing patronage levels on our local train services. In several locations rail services are the only viable travel option, however the annual price increases in ticketing means that our most vulnerable residents are under increasing pressure to continue to access rail as a viable mode of travel.

Policy: P.PT6 Ferry quality and integration

Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure ferry is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel methods.

Question Title

Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

No additional comment other than to say we generally support this policy.

Policy: P.PT7 Subway quality and integration

Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.

Question Title

Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

No additional comment other than to say we generally support this policy. This will be of limited direct benefit to East and South Ayrshire Council areas.

Policy: P.PT8 Clyde Metro

Facilitate and support development and delivery of Clyde Metro and ensure integration with active travel, bus, rail and Subway networks. Ensure Clyde Metro provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.

Question Title

Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title

Please provide comments on this individual policy:

<u>ARA Response:</u>

No additional comment other than to say we generally support this policy. This will be of limited direct benefit to East and South Ayrshire Council areas.

Policy: P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections

Increase and enhance the 'last mile' and community-level transport network. Develop the role and enhance integration of Community Transport, Demand Responsive Transport and taxis, active travel and shared transport with bus, rail, ferry, Subway and the future Clyde Metro. Integrate walking, wheeling and cycling networks and facilities with public transport.

Question Title

Do you support this policy?

⦿ Yes

○ No

○ Not sure

Question Title

Please provide comments on this individual policy:

<u>ARA Response:</u>

Community-level transport and demand responsive transport will be of great importance to many of our more rural communities across both East and South Ayrshire. We fully support a policy which seeks to enhance the facility of the last leg of such trips to make travel by sustainable modes of travel more viable.

Policy: P.PT10 Park and Ride

Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.

Question Title

Do you support this policy?

⦿ Yes

○ No

○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
In general terms we would support the deployment of additional park and ride facilities in and around both East and South Ayrshire. The major challenge will be identifying suppressed demand for such facilities and seeking to address this through the provision of the right facility in the right location.

Policy: P.PT11 Sustainable mobility hubs

Facilitate and support development and enhancement of public transport interchanges and sustainable mobility hubs. Support development of national Mobility Hub Delivery Framework and ensure development of a sustainable mobility hub network is integrated with development of 20-minute neighbourhoods. Ensure that best use is made of existing facilities and integration with all sustainable modes including active and shared modes and Community Transport is assured.

Question Title
Do you support this policy?
● Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
The development of Sustainable Mobility Hubs offers an opportunity to achieve some of the other policy points raised within the RTS around improved integration, etc. As with our previous answer, getting the location of such facilities right will be the key to their success. Ensuring that the offer within the Hubs meets community demands will also be a critical factor.

How important is the policy theme 'Improving road safety' to you or your organisation?
● Very important
○ Somewhat important

○ Neutral
○ Somewhat unimportant
○ Not at all important
○ Not sure

Policy: P.RS1 Road safety and vulnerable road users

Support and facilitate delivery of Scotland's Vision Zero where no is killed or seriously injured on roads by 2045. Support implementation of the Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people.

Question Title
Do you support this policy?
● Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

Policy: P.RS2 Safe speeds

Support implementation of 20mph speed limits on a majority of roads in built up areas in the region including towns and villages. Support investigation and implementation of reduced speeds on rural roads in the region, where appropriate.

Question Title
Do you support this policy?
● Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

We support the roll-out of new 20mph speed limits as appropriate – this requires greater consideration at a national level, as at present is being left largely to individual local authorities to decide where and when, which may inadvertently lead to inconsistencies on the wider road network leading to driver uncertainty/ confusion.

All new residential roads (i.e. as part of new development) should be 20mph be default, rather than requiring the need to promote a TRO for a 20mph limit.

Greater guidance should be set at a national level as to what measures (if any) should be required to make 20mph limits self-enforcing. Police Scotland also have a part to play, as at present their policy with respect to enforcement of 20mph limits is very limited.

Policy: P.RS3 Regional road network safety measures

Support implementation of road safety measures on the regional road network.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

How important is the policy theme 'Decarbonising vehicles and improving air quality' to you or your organisation?
- ⦿ Very important
- ○ Somewhat important
- ○ Neutral
- ○ Somewhat unimportant
- ○ Not at all important
- ○ Not sure

Policy: P.GF1 Road transport vehicle decarbonisation

Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate implementation of electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.

Question Title
Do you support this policy?

◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Guidance/ standards at a national level is needed around many of the elements contained within this policy, such as design standards for on-street charging infrastructure or with respect to consistency around charging tariffs. At the moment the lack of a clear masterplan at a national or regional level runs the risk of the eventual offer being inconsistent or incomplete.

Policy: P.GF2 Rail decarbonisation

Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.

Question Title
Do you support this policy?

◉ Yes

○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

Policy: P.GF3 Subway decarbonisation

Develop and implement a net zero carbon strategy for the Subway.

Question Title
Do you support this policy?
⦿ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

Policy: P.GF4 Ferry decarbonisation

Support decarbonisation of ferry services in the region and implementation of Island Connectivity Plan. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.
Question Title
Do you support this policy?
⦿ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

Policy: P.GF5 Aviation decarbonisation

Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Increase low carbon surface transport to Glasgow Airport and Prestwick Airport.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

Policy: P.GF6 Clyde Metro

Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs as far as possible.

Question Title
Do you support this policy?
- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support the contents of this policy.

Policy: P.AQ1 Low Emission Zones

Support implementation and promotion of the Glasgow Low Emission Zone. Support

investigation and implementation of additional Low Emission Zones in the region as appropriate.

Question Title
Do you support this policy?

○ Yes
○ No
◉ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
This is an area we would require to consider further with respect to potential low emission zones in East and South Ayrshire – we have nowhere near the same density of population or levels of traffic as Glasgow, so it may be that this is not appropriate in our case.

Policy: P.AQ2 Air Quality Management Areas

Support implementation and delivery of transport improvements and measures to improve air quality within Air Quality Management Areas in the region. Aim to reduce the number of AQMAs in the region. **Question Title**
Do you support this policy?

○ Yes
○ No
◉ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We require to undertake further research into whether the deployment of Air Quality Management Areas would be an appropriate/proportionate step for East and South Ayrshire.

How important is the policy theme 'Moving goods more sustainably' to you or your organisation?

◉ Very important
○ Somewhat important
○ Neutral

○ Somewhat unimportant
○ Not at all important
○ Not sure

Policy: P.MG1 Strategic freight transport

Facilitate and support strategic freight transport to be more sustainable and energy efficient.   Increase resilience and reliability of strategic road, rail and maritime freight transport. Enable strategic freight modal shifts, particularly from road to rail and to maritime transport where appropriate. Support and facilitate best practice and innovation in freight transport in the region.

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

Policy: P.MG2 Urban freight and last mile deliveries

Facilitate and support more sustainable and efficient movement of goods in City/town centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support increased freight modal shift and innovation of the 'last mile' delivery to be more sustainable and to support development of 20-minute neighbourhoods.

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

We support a policy which seeks to reduce the adverse impacts of goods vehicles on the local roads networks, and by extension many of our communities.

Policy: P.MG3 Freight hubs and facilities

Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.

Question Title
Do you support this policy?
- ⦿ Yes
- ◯ No
- ◯ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support the general aims of this policy.

How important is the policy theme 'Increasing resilience and adapting to climate change' to you or your organisation?
- ⦿ Very important
- ◯ Somewhat important
- ◯ Neutral
- ◯ Somewhat unimportant
- ◯ Not at all important
- ◯ Not sure

Policy: P.RA1 Climate Change Adaptation

Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change including regional roads, coastal rail lines, ferry terminals and harbours, Subway, and flooding of rail, road and path networks. Adapt the transport system to protect the health and wellbeing of transport system users from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

We fully support the aims of this policy. Flooding continues to be an area of concern across both East and South Ayrshire Council, with the South area also having the added challenges associated with the impacts of coastal flooding as part of the climate emergency.

Policy: P.RA2 Resilience

Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.

Question Title

Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

We support this policy – this is particularly an area of concern in South Ayrshire, where disruption to the A77(T) can frequently lead to significant detours and delays to a number of our communities in the Carrick area.

Policy: P.RA3 Flood risk management and mitigation

Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support flood risk management actions through transport projects and infrastructure, where appropriate.

Question Title

Do you support this policy?

- ⦿ Yes

○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support the aims of increased integration of transport and flood risk planning covered by this policy.

How important is the policy theme 'Protecting and enhancing natural and built environments' to you or your organisation?
● Very important
○ Somewhat important
○ Neutral
○ Somewhat unimportant
○ Not at all important
○ Not sure

Policy: P.EV1 Biodiversity and green infrastructure

Protect and enhance biodiversity where possible. Develop and implement green infrastructure and other nature-based solutions as part of transport plans and transport projects where appropriate.

Question Title
Do you support this policy?
● Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Biodiversity enhancement is an area we seek to incorporate into all our new active travel infrastructure projects – we fully support this policy.

Policy: P.EV2 Green networks

Support and facilitate integration of green networks and active travel networks where appropriate particularly in built up areas.

Question Title
Do you support this policy?

⦿ Yes

○ No

○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We have developed Active Travel Strategies for both East and South Ayrshire Councils, a significant part of which is the identification and delivery of enhanced active travel facilities in both Council areas.

A Regional Active Travel Strategy is something that may be worth considering in order to provide a degree of masterplanning to cross-boundary links and facilities.

Policy: P.EV3 Built environment and high-quality places

Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.

Question Title
Do you support this policy?

⦿ Yes

○ No

○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We support the principles of enhancing the quality of places within our communities through the careful use of master planning including public realm reviews and the creation of additional civic/community spaces.

This requires a holistic approach to avoid risks associated with developing individual schemes, both from the perspective of ensuring a consistency of placemaking principles, but also from a more practical standpoint in relation to things like maintenance, standard pallets of materials, etc.

How important is the policy theme 'Connecting Places' to you or your organisation?

○ Very important ●
○ Somewhat important
○ Neutral
○ Somewhat unimportant
○ Not at all important
○ Not sure

Policy: P.CP1 International connectivity

Improve, increase and enhance sustainable inter-national connectivity of the region for passenger and freight transport and ensure the transport system supports a sustainable, inclusive, competitive, resilient and productive regional economy. The region's international transport gateways and routes to be maintained, improved or enhanced include:

Connections to Glasgow Airport and Prestwick Airport;
Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan;
Connections to England – including Glasgow Central station, Motherwell station, West Coast Mainline, Glasgow and South Western line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail
Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth

Question Title
Do you support this policy?

○ Yes ●
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
With respect to facilities including Prestwick Airport and the Port of Ayr there is reasonable connectivity north-south with the A77(T) to Glasgow and Stranraer/Cairnryan, however there is a general network weakness in a directly west-east quality corridor to provide ease of access to the M74 to our neighbours in the south.

Policy: P.CP2 Inter-regional connectivity

Improve, increase and enhance sustainable inter-regional connectivity of the region for passenger and freight transport and ensure the transport system enables a sustainable, competitive, resilient and productive regional economy. The region's inter-regional transport gateways and routes to be maintained, improved or enhanced include:

Connectivity to Argyll and Bute, Northwest and Western Isles
Connectivity to Loch Lomond and Trossachs National Park
Connectivity to Falkirk, Stirling and the North/Northeast
Connectivity to Edinburgh, West Lothian and Scottish Borders
Connectivity to Dumfries and GallowayConnectivity of Arran – Argyll and Bute

Question Title
Do you support this policy?
◉ Yes
○ No
○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
In terms of the local economy in both East and South Ayrshire Councils, a constraint we have is the performance of several trunk road junctions on the A77(T), which in recent times have seen a general lack of investment in improvements to tackle growing congestion issues at network peak periods.

At present sites within both East and South Local Development Plans can often be required to seek "no net detriment" infrastructure solutions to trunk road junctions. There is a danger that a lack of strategic funding in this area of the trunk road network may be disproportionately impacting opportunities for development and economic growth in Ayrshire.

Policy: P.CP3 Intra-regional Connectivity

Improve, increase and enhance sustainable connectivity of regional strategic economic development and investment locations and intra-regional travel to work and freight corridors, and ensure the regional transport system enables sustainable development. Key strategic intra-regional connectivity priorities and corridors include:

HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde – Balloch/Dumbarton – Clydebank - Glasgow
Clyde Mission Clyde Corridor and Glasgow City Region City Deal investment locations
Ayrshire Growth Deal strategic economic development and investment locations

Glasgow - all cross-boundary radial corridors to/from Glasgow
Intra-urban Ayrshire (Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr)
South Lanarkshire – North Lanarkshire
East Renfrewshire – Renfrewshire – West Dunbartonshire
Inverclyde - Renfrewshire
Ayrshire – Renfrewshire - Glasgow
North Ayrshire – Inverclyde
East Dunbartonshire – North Lanarkshire
East Dunbartonshire – West Dunbartonshire
Ardrossan – Arran, Largs - Cumbrae and Rosneath Peninsula – Greenock

Question Title
Do you support this policy?

- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
We fully support this policy, and in particular are keen to see the benefits to be realised through the Ayrshire Growth Deal across both East and South Ayrshire areas, and beyond.

Policy: P.CP4 Town Centre connectivity and 20-minute neighbourhoods

Improve, increase and enhance active travel and public transport connectivity of the region's town centres to support town centre economies and delivery of 20-minute neighbourhoods.

Question Title
Do you support this policy?

- ◉ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:

We would prefer mention of an alternative phrasing, such as "liveable neighbourhoods", as we have concerns that whilst a 20 minute neighbourhood may be deliverable in a major conurbation such as Glasgow, it is likely to be far more difficult to achieve in a number of our communities and settlements.

Whilst we support the general principles of the policy with respect to improving connectivity through enhancements to public transport and active travel, we would prefer mention made to the need to tailor solutions to specific locations as this cannot be a "one size fits all" approach.

Policy: P.CP5 Island, Rural and Remote Area Connectivity

Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs. Improve, increase and enhance transport connectivity for Arran, Cumbrae and Rosneath peninsula.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title
Please provide comments on this individual policy:

ARA Response:
Improving transport services to rural and remote services is a policy area we would fully support. Many of our rural communities currently suffer from a lack of affordable, reliable and convenient transport options to go about everyday life.

Policy: P.CP6   Regional Hospitals and Tertiary Education

Improve, increase and enhance sustainable connectivity of regional hospitals and tertiary education. Support development of active travel and public transport connectivity for new Monklands hospital and other future hospital and tertiary education development.

Question Title
Do you support this policy?

- ⦿ Yes
- ○ No
- ○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

Our hospitals and tertiary education facilities generate significant levels of car-borne trips; therefore, we would support a policy which sought to reduce car levels through improvements to sustainable connectivity to make alternative modes of travel more viable.

Policy: P.CP7   Housing Development

Facilitate and support increased and enhanced active travel and public transport connectivity of major residential development and growth areas in the region.**Question Title**

Do you support this policy?

◉ Yes

○ No

○ Not sure

Question Title

Please provide comments on this individual policy:

ARA Response:

Policy documents already in place, such as Designing Streets, Designing Places and the SCOTS National Roads Development Guide already seek to emphasise the need to place active travel and public transport at the heart of new development design and implementation.

Unfortunately, in our experience this frequently results in a battle with developers who are keen to clear the lowest possible bar in order to maximise profits. Active travel in particular is frequently an afterthought, with car access, parking, etc remaining the primary focus when developing site layouts, house-types, etc.

Public transport access for new edge of town sites can also prove problematic – in the past few years we have seen disappointing (but understandable) responses from SPT where new public transport facilities for new developments were not sought as it wasn't considered to be economically viable given market conditions in play at the time of submission.

Governance

Transport governance relates to issues such as what roles and responsibilities an organisation may have, how it makes decisions, how it is funded, and how it is held accountable.

Respondents to our earlier consultation on the RTS Case for Change highlighted that they believed a change in transport governance in the west of Scotland was needed in order to deliver the improvements required. Previous work as part of the National

Transport Strategy Roles and Responsibilities workstream concluded that a workable, regional model was the preferable option for governance, and further work is continuing as part of Transport Scotland's Governance and Collaboration review workstream.

The Transport (Scotland) Act 2019 also contains provisions which, if a case were made and approved, could affect roles and responsibilities in bus. The Draft RTS commits SPT to having dialogue with, firstly, our council partners and subsequently other partners to see if an agreed approach to future transport governance in the west of Scotland can be identified.

Question Title
What are your views on transport governance in the west of Scotland? Is the right framework in place to deliver the vision and objectives of the Draft RTS?

ARA Response:
It is difficult to provide a meaningful response to this question until the RTS Delivery Plan has been developed and is available for review and comment.

In general terms, there are a number of areas where at present the expectation is on individual local authorities to come up with their own plans (such as on-street EV charging infrastructure, to give an example) – this approach brings with it risks that the eventual national or regional network lacks consistency to the point where it represents a barrier to fully achieving a number of the policy aims expressed within the Draft RTS. In summary no, the right framework of governance is not currently in place to successfully deliver the vision and objectives of the Draft RTS.

Question Title
What changes, if any, would you like to see made?

ARA Response:
Some new form of regional governance model with a remit (and associated budget) on progressing the RTS Delivery Plan. Whilst the Draft RTS covers a lot of ground and sets very ambitious targets, achieving these aims cannot be left entirely in the hands of local authorities.

Resources to deliver what we aspire to achieve, be it capital funding (infrastructure) or revenue funding (operational services), skills, materials, or staff, is an ongoing and growing challenge for transport in the west of Scotland. Dialogue undertaken in developing the Draft RTS highlighted concerns from many people and stakeholders that the current position was unsustainable and needed change.

The Draft RTS commits SPT to further engagement with key partners on the issue of resources and funding in seeking to address the challenges, including consideration of how we pay for transport in future.

Question Title

What are your views on resources and funding for transport in the west of Scotland? Is the current model suitable for delivering the aspirations of the Draft RTS?

<u>ARA Response:</u>
With respect to Active Travel projects, at present capital funding opportunities are (thankfully) plentiful, however there are a number of different funds (SPT, Sustrans, CWSR, SCSP, etc) which ultimately all come from the same source. There is however a significant proportion of time and energy spent by local authorities on completing multiple bids, reports, claims, etc when in many cases it may be to get match funding elements for the same larger project. This seems an inefficient system, particularly at a time where demands for staff time are very high.

Also, multi-year funding should be considered for all grant funds – it is now very unlikely that we will be able to engage, design, review, construct and monitor in a single financial year, however having to prepare bid submissions each year is again a waste of resources, and also introduces a degree of project uncertainty from one financial year to the next.

In terms of revenue, whilst capital funding is fairly plentiful at the moment, we are being encouraged to build more and more new active travel infrastructure at a time where local authority budgets are under increasing pressure. It would seem to make sense that a degree of revenue funding to cover the ongoing maintenance costs associated with new infrastructure may be beneficial in prolonging the useful life of new infrastructure.

Question Title
What are your views on how we pay for transport in future – from level of fares on public transport, through to road pricing / congestion charging? What changes, if any, would you like to see made?

<u>ARA Response:</u>
The affordability of public transport, and in general fuel poverty, continues to be a major area of concern in both East and South Ayrshire Council areas. For those who maybe aren't experiencing these pressures quite so acutely, there is an added challenge of persuading them to shift mode from car to public transport when a car trip costs (in some cases) significantly less than the bus or rail fare equivalent.

Question Title
Are there any other monitoring indicators that should be included in the Monitoring and Evaluation Framework?
○ Yes
○ No
● Not sure

Question Title
Please provide any other comments on the Monitoring and Evaluation Framework if you wish

ARA Response:
Possibly some form of indicator as part of the Scottish Household Survey which recorded the number of persons who had changed mode from single occupancy car to another (sustainable or active) mode. Modal shift is always difficult to accurately record on the basis of total mode share figures.