



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Cabinet

A Meeting of the **Cabinet** of North Ayrshire Council will be held in the **Council Chambers, Ground Floor, Cunninghame House, Irvine, KA12 8EE** on **Tuesday, 01 November 2022** at **14:30** to consider the undernoted business.

Meeting Arrangements - Hybrid Meetings

This meeting will be held on a predominantly physical basis but with provision, by prior notification, for remote attendance by Elected Members in accordance with the provisions of the Local Government (Scotland) Act 2003. Where possible, the meeting will be live-streamed and available to view at <https://north-ayrshire.public-i.tv/core/portal/home>.

1 Declarations of Interest

Members are requested to give notice of any declarations of interest in respect of items of business on the Agenda.

2 Minutes

The accuracy of the minutes of meeting of the Cabinet held on 27 September 2022 will be confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973 (copy enclosed).

GENERAL BUSINESS FOR DECISION

Report by the Executive Director (Communities and Education)

3 Proposals for Community Investment Fund (CIF) Expenditure

Submit a report by the Executive Director (Communities and Education) on applications by Locality Partnerships to allocate CIF funding to proposed projects (copy enclosed).

Reports by the Executive Director (Place)

- 4 Update on Humanitarian Protection for People from Ukraine**
Submit a report by the Executive Director (Place) on the range of supports being offered by the Council and its community planning partners to those people seeking sanctuary from the conflict in Ukraine (copy enclosed).
- 5 Strathclyde Partnership for Transport – Regional Transport Strategy consultation**
Submit a report by the Executive Director (Place) on seeking approval for the proposed North Ayrshire Council submission to the Strathclyde Partnership for Transport's consultation on the new Regional Transport Strategy (copy enclosed).
- 6 Millport Coastal Flood Protection Scheme: Update**
Submit a report by the Executive Director (Place) on the latest position in respect of the award of contract for the construction of the Millport Coastal Flood Protection Scheme (copy enclosed).
- 7 Strategic Housing Investment Plan 2023-2028**
Submit a report by the Executive Director (Place) seeking approval of the Strategic Housing Investment Plan 2023-2028 (copy enclosed).
- 8 Estates Based Regeneration Programme (EBRP) Update**
Submit a report by the Executive Director (Place) on the delivery of the HRA Estates Based Regeneration Programme (EBRP) and seeking approval for a refreshed programme for 2022-2029 (copy enclosed).
- 9 Rapid Rehousing Transition Plan Progress**
Submit a report by the Executive Director (Place) on the implementation of the North Ayrshire Rapid Rehousing Transition Plan and seeking approval for the priorities identified for year four of the plan (copy enclosed).
- 10 Roads Winter Service and Weather Emergencies Plan 2022/23**
Submit a report by the Executive Director (Place) on the Roads Winter Service and Weather Emergencies Plan 2022/23 (copy enclosed).

Report by the Director (Growth and Investment)

- 11 i3 – Sale of Land at Strategic Investment Campus**
Submit a report by the Director (Growth & Investment) on the proposal for the sale of 2 acres of land at the Strategic Investment Campus, i3, Irvine, subject to appropriate conditions (copy enclosed).
- 12 Urgent Items**
Any other items which the Chair considers to be urgent.

13 Exclusion of the Public - Paras 8 & 9

Resolve in terms of Section 50(A)4 of the Local Government (Scotland) Act 1973, to exclude from the Meeting the press and the public for the following item of business on the grounds indicated in terms of Paragraphs 8 & 9 of Part 1 of Schedule 7A of the Act.

Non Disclosure of Information

In terms of Standing Order 21 (Disclosure of Information), the information contained within the following report is confidential information within the meaning of Section 50A of the 1973 Act and shall not be disclosed to any person by any Member or Officer.

Report by the Director (Health and Social Care Partnership)

14 Island Accommodation

Submit a report by the Director (HSCP) on the above (copy enclosed)

Webcasting

Please note: this meeting may be filmed/recorded/live-streamed to the Council's internet site and available to view at <https://north-ayrshire.public-i.tv/core/portal/home>, where it will be capable of repeated viewing. At the start of the meeting, the Provost/Chair will confirm if all or part of the meeting is being filmed/recorded/live-streamed.

You should be aware that the Council is a Data Controller under the Data Protection Act 2018. Data collected during the webcast will be retained in accordance with the Council's published policy, including, but not limited to, for the purpose of keeping historical records and making those records available via the Council's internet site.

Generally, the press and public seating areas will not be filmed. However, by entering the Council Chambers, using the press or public seating area or (by invitation) participating remotely in this meeting, you are consenting to being filmed and consenting to the use and storage of those images and sound recordings and any information pertaining to you contained in them for webcasting or training purposes and for the purpose of keeping historical records and making those records available to the public. If you do not wish to participate in a recording, you should leave the meeting. This will constitute your revocation of consent.

If you have any queries regarding this and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact dataprotectionofficer@north-ayrshire.gov.uk.

Cabinet Sederunt

Marie Burns (Chair)
Shaun Macaulay (Vice-Chair)
Scott Davidson
Tony Gurney
Alan Hill
Margaret Johnson
Christina Larsen

Chair:

Apologies:

Attending:

IRVINE, 27 September 2022 - At a Meeting of the Cabinet of North Ayrshire Council at 2.30 p.m.

Present

Marie Burns, Scott Davidson, Margaret Johnson, Christina Larsen, Shaun Macaulay, Andrew Bruce, Elizabeth Turbet, Rev Mark Goodman (Church Representatives) and Jackie MacKenzie (Teaching Representative) (Agenda Items 1 – 7).

Also Present

Cameron Inglis, Davina McTiernan and Chloé Robertson.

In Attendance

R. McCutcheon, Executive Director (Place); A. Sutton, Executive Director, C. Amos, Head of Service (Education), Andrew McClelland, (Head of Service (Education) and R. Arthur, Head of Service (Connected Communities) (Communities & Education); C. Cameron, Director (Health and Social Care Partnership), S. Hunter, Chief Social Work Officer and P. McArthur, Senior Manager (Addictions) (Health and Social Care Partnership); M. Boyd, Head of Service (Finance), F. Walker, Head of Service (People & ICT), D. Forbes, Senior Manager (Finance Management), L. Miller, Senior Manager (Audit, Fraud, Safety and Insurance) and J. Walls, Team Manager (Health & Safety) (Chief Executive's Service); R. Lynch, Senior Manager and L. Taylor, Team Manager (Legal Services), M. Sugden, Communications Officer, I. Hardy, Team Manager (Policy and Performance), H. Clancy and A. Little, Committee Services Officers (Democratic Services).

Apologies

Tony Gurney and Alan Hill

Chair

Marie Burns in the Chair.

1. Minutes

The Minutes of the Meeting of the Cabinet held on 23 August 2022 were confirmed and the Minutes signed in accordance with Paragraph 7 (1) of Schedule 7 of the Local Government (Scotland) Act 1973.

2. Declarations of Interest

There were no declarations of interest by Members in terms of Standing Order 11 and Section 5 of the Code of Conduct for Councillors.

3. Education Service Standards and Quality Report 2021/22

Submitted a report by the Executive Director (Communities and Education) on key progress towards the Education Service Improvement Priorities and the National Improvement Framework Priorities for session 2021-22. The Education Service Standards & Quality Report 2021/22 was attached at Appendix 1 to the report.

Members asked a question and were provided with further information in relation to the improvement in attainment and the additional measures put in place to support this-

The Cabinet agreed to (a) note the content of the report and (b) approve the publication of the report.

4. Education Service Improvement Plan 2022-23

Submitted a report by the Executive Director (Communities and Education) seeking approval for the statutory Education Service Improvement Plan for 2022-23, in the context of the National Improvement Framework. The Education Service Improvement Plan 2022/23 was set out at Appendix 1 to the report.

The Cabinet agreed to (a) approve the content of the Educational Service Improvement for 2022–23 plan set out at Appendix 1 to the report; and (b) approve the publication of the plan.

5. South West Educational Improvement Collaborative (SWEIC) Report and Plan 2022-23

Submitted a report by the Executive Director (Communities and Education) on progress made towards the SWEIC Plan in 2021-22 and present an updated SWEIC Plan for 2022. The SWEIC Report 2021/22 and SWEIC Plan 2022/23 were set out at Appendices 1 and 2, respectively, to the report.

The Cabinet agreed to (a) note the progress outlined in the 2021-22 annual SWEIC report set out at Appendix 1 to the report; and (b) approve the draft SWEIC Plan for 2022-23 set out at Appendix 2, for submission to Scottish Ministers.

6. Kilwinning Early Years Centre

Submitted a report by the Executive Director (Communities and Education) to carry out a Statutory Public Consultation on the proposal to close Kilwinning Early Years Centre to allow its incorporation into Pennyburn Primary School as an early years class.

The Cabinet agreed to approve the proposal to carry out a Statutory Public Consultation on the proposal to close Kilwinning Early Years Centre to allow its incorporation into Pennyburn Primary School as an early years class.

7. North Ayrshire Council Strategic Community Learning and Development Plan 2021-2024 Year 1 Progress Report

Submitted a report by the Executive Director (Communities and Education) providing an update on the North Ayrshire Council Strategic Community Learning and Development Plan 2021-2024 through the Year 1 Progress Report. The North Ayrshire CLD Strategic Plan 2021/2024 - Year 1 Progress Report and North Ayrshire CLD Plan (September 2021/24) were set out at Appendices 1 and 2, respectively, to the report.

The Cabinet (a) reviewed the North Ayrshire CLD Strategic Plan 2021-2024 Year 1 Progress Report set out at Appendix 1 to the report; and (b) authorise officers to take forward the second year of the Action Plan, with specific regard to addressing the identified unmet needs.

8. Revenue Budget 2022/23: Financial Performance to 31 July 2022

Submitted a report by the Head of Service (Finance) on the financial performance for Council at 31 July 2022. Detailed explanations of the significant variances in service expenditure compared to the approved budgets, together with information on funding to be carried forward to support expenditure during 2022/23 were provided in Appendices 1-4 of the report. A full list of the proposed carry forward of earmarked funds was set out at Appendix 5 to the report. Information in respect of the Housing Revenue Account (HRA) was set out in Appendices 6 and 6a to the report. Information on the IJB financial performance was set out in Appendix 7 to the report.

Members asked questions and were provided with further information in relation to the impact on rising costs of borrowing and the increase reversal of National Insurance.

The Cabinet agreed to (a) note (i) the information and financial projections outlined in the report and its associated appendices and (ii) the latest financial projection for the Health and Social Care Partnership highlighted at 2.6 of the report; and (b) approve (i) the earmarking of £0.486m identified at section 2.5 of the report to meet future year commitments and (ii) the virements detailed at Appendix 7 to the report.

9. Capital Programme Performance to 31 March 2023

Submitted a report by the Head of Service (Finance) on progress in delivering the Capital Investment Programme for 2022/23.

The Cabinet agreed to note (i) the revisions to budgets outlined in the report, (ii) the General Services and HRA revised budgets at 31 July 2022, and (ii) the forecast expenditure to 31 March 2023.

10. Health and Safety Annual Report 2021/22

Submitted a report by the Head of Service (Finance) providing an update on the Health and Safety performance within Council Services during 2021/22.

The Cabinet agreed to note (i) the Annual Health & Safety Performance update for 2021/22 and the comparison against 2019/20 and 2020/21, and (ii) the response to the COVID Pandemic and the delivery of a COVID safe election.

11. Determination of the Detailed Emergency Planning Zone (DEPZ) for Hunterston A and B Nuclear Power Stations

Submitted a report by the Head of Service (Democratic Services) on the extent of the Detailed Emergency Planning Zone (DEPZ) for Hunterston A and B Nuclear Power Stations, under the Radiation (Emergency Preparedness and Public Information) Regulations 2019 (REPPiR).

The Cabinet agreed to (a) determine the DEPZ for Hunterston A as 0km, recommended by the Operator; and (b) determine the boundary of the DEPZ for Hunterston B to 1.08km and to be extended to utilise the natural roads and topography, as shown delineated in blue on the plan set out at Appendix 4 to the report.

12. Year End Performance Reporting: Council Plan Year End Progress Report 2021-22, Annual Performance Report 2021-22 and Local Government Benchmarking Framework Report 2020-21

Submitted a report by the Head of Service (Democratic Services) on the progress of the Council Plan priorities. The Council Plan Year End Progress Report and supporting performance measures were set out at Appendices 1, 2 and 3 of the report. The Council's Annual Performance report and the 2020-21 Local Government Benchmarking Framework report were set out at Appendices 4 and 5 of the report, respectively.

Members asked questions and were provided with further information in relation to the Care at Home workforce and the intensive recruitment programme.

The Cabinet agreed to (a) approve (i) the Council Plan Year End Progress Report and supporting performance measures as set out at Appendices 1, 2 and 3 to the report, (ii) the Council Plan Annual Performance Report as set out in Appendix 4 to the report; and (b) note (i) the status of the Council's performance indicators with the 2020-21 Local Government Benchmarking Framework report set out at Appendix 5 to the report, and (ii) refer the report to the Audit and Scrutiny Committee for further consideration.

13. North Ayrshire Health and Social Care Partnership and Alcohol and Drug Partnership Implementing Medication Assisted Treatment Improvement Plan

Submitted a report by the Director (HSCP) on the implementation of new Medical Assisted Treatment Standards and to endorse the North Ayrshire Medical Assisted Treatment Standards Improvement Plan.

Members asked questions and were provided with further information in relation to:

- people with lived experience; and
- the pressures within Primary Care and the impact this may have.

The Cabinet agreed to (a) endorse the Medical Assisted Treatment Standards Improvement Plan and (b) note the obligations placed on Chief Officers and Chief Executives in relation to governance and accountability.

14. Chief Social Work Officer Annual Report

Submitted a report by the Director (HSCP) on the Chief Social Work Officer Annual Report, as required by the Scottish Government's Guidance. The Annual Report was set out in the appendix to the report.

Members asked a question and were provided with further information in relation to the health and wellbeing of employees.

The Cabinet agreed to note (i) the contents of the report and its appendix, and in particular the successes and challenges contained therein and, (ii) the skilled and compassionate interventions of practitioners and managers.

15. Community Investment Fund (CIF) Update

Submitted a report by the Executive Director (Communities and Education) on progress in relation to the Community Investment Fund.

The Cabinet agreed to note the achievements to date in terms of the initiatives supported by the Community Investment Fund.

16. Blair Road, Kilwinning (site for former Hazeldene Centre)

Submitted a report by the Executive Director (Place) on the options appraisal carried out on potential development options for the vacant site at 1 Blair Road, Kilwinning. The Site Plan, Options Appraisal, and Site Considerations were set out at Appendices 1, 2 and 3, respectively, to the report.

The Cabinet agreed to (a) approve a feasibility study be undertaken to establish the viability of entering into a partnership to develop an Eco Village on the site, (b) receive a further update report on the findings of the feasibility study at a future meeting; and (c) note (i) the details of the options appraisal carried out, and (ii) that the feasibility study would review potential partnership arrangements, specialist partner interest, most effective financial model, likely timescales and outcomes that would be achieved.

The meeting ended at 4.30 p.m.

NORTH AYRSHIRE COUNCIL

1 November 2022

Cabinet

Title:	Proposals for Community Investment Fund (CIF) Expenditure
Purpose:	To determine applications by Locality Partnerships to allocate CIF funding to proposed projects.
Recommendation:	<p>That Cabinet:</p> <ul style="list-style-type: none">a) Reviews the enclosed applications from the Garnock Valley, Irvine, and North Coast and Cumbrae Locality Partnerships in line with CIF criteria;b) Approves the CIF application in relation to Beith Playpark Action Group (BPAG);c) Approves the CIF application in relation to Children 1st; andd) Approves the CIF application in relation to the Localities Priority Officer from North Coast and Cumbrae Locality Partnership.

1. Executive Summary

- 1.1 Within its budget for 2017-18, North Ayrshire Council provided a funding allocation for the creation of an innovative fund to enable communities to address the priorities they have identified through Locality Planning Partnerships and within the context of North Ayrshire Community Planning Partnership's Fair for All Strategy and the Council's Community Wealth Building Strategy. In June 2021, Cabinet approved a further £1m top-up for the funding, with a further £2m added in November 2021.
- 1.2 Locality Partnerships have subsequently continued to work on their local action plans and are refining proposals for expenditure in line with their locally identified needs. This is a difficult process, and it is a testament to the dedication of the Locality Partnerships and their community partners that proposals are now emerging to provide creative approaches to addressing local challenges.
- 1.3 This report brings forward proposals which respond to the specific need of the local community, and which have been developed based on local circumstances and opportunities.
- 1.4 These proposals have been approved to be submitted to Cabinet through a process of collaboration and consensus by the respective Locality Partnerships.

2. Background

2.1 Within its budget for 2017-18, North Ayrshire Council provided an allocation for the creation of an innovative fund to enable communities to address the priorities they have identified through Locality Planning Partnerships and within the context of North Ayrshire Community Planning Partnership's Fair for All Strategy and the Council's Community Wealth Building Strategy. A further £3m was added to the funding in 2021, to be distributed among Localities as follows:

Locality	Value of CIF from first funding allocation (2017-18)	Expenditure to date	Value of CIF from second funding allocation (June 2021)	Value of CIF from third funding allocation (Nov 2021)	Total balance available
Irvine	£754 000	£464, 604	£290 000	£580 000	£1 159 396
Kilwinning	£286 000	£286 190	£120 000	£240 000	£359 810
Three Towns	£598 000	£616 206	£240 000	£480 000	£701 794
Garnock Valley	£390 000	£241 805	£150 000	£300 000	£598 195
North Coast	£468 000	£380 445	£170 000	£340 000	£597 555
Arran	£104 000	£45 226	£30 000	£60 000	£148 774
TOTAL	£2 600 000	£1 827 631	£1 000 000	£2 000 000	£3 772 369

2.2 It was agreed that the CIF awards range between £5,000 and £100,000 for the community organisations, as defined in the CIF guidance, in order to support proposals and projects that connect with:

- The North Ayrshire Fair for All Strategy, with consideration for how applications contribute to community support for the cost-of-living crisis;
- The Community Planning Partnership and Locality priorities;
- North Ayrshire Council's values, priorities and business objectives;
- The Community Wealth Building and Environmental Sustainability and Climate Change Strategies; and will also:
- Fulfil a compelling need and not duplicate existing services or facilities;
- Provide long-term, sustainable, positive results for the greatest number of people possible;
- Exhibit project and/or organisational innovation in their approaches to their work in their way of addressing community challenges and in their request to Locality Partnerships and the Council;
- Come from (an) organisation(s) that is financially viable (can provide financial statements upon request) and efficiently and effectively managed. This can include an organisation to be created to deliver the project;

- Include options or potential for NAC and CPP employee engagement and volunteering where possible; and
- Include measurable outcomes and can report to NAC on outcomes on a regular basis.

2.3 The proposal development and application process has been agreed as follows:

- Locality Partnerships should continue to engage with their communities and stimulate interest in the CIF. Each Locality Partnership will then strategically assess the applications, make links and look at the funding 'in the round.'
- If the partnership supports a bid then the group will be encouraged to submit a full application form, which they will decide upon before making a proposal to Cabinet for final approval.
- The proposal will go to the next suitable Cabinet for final approval.

2.4 The enclosed applications have been developed by community partners and North Ayrshire Council officers and are now recommended for approval by Cabinet. The proposals are as follows:

2.4. The Garnock Valley Locality Partnership

The Garnock Valley Locality Partnership CIF allocation	£690 000
Men's Shed – Project Initiation	£ 28 000
Travel Needs Analysis	£ 25 000
Geilsland Hall Volunteering and Employability	£ 45 000
Beith Community Development Trust YOUTH Lead Project	£ 43 500
Garnock Valley 20:20 Vision	£ 15 000
Garnock Valley Men's Shed – Heating System Replacement	£ 20 000
Café Solace, Garnock Valley	£ 49 723
Geilsland Feasibility Study	£ 15 582
Balance	£598 195

Proposal: Beith Playpark Action Group (BPAG) – Skate park renovations, zip wire and outdoor gym: £100 000 (Appendix 1)

The proposal is to replace the old skate park ramps with a new concrete state of the art skate park on the existing site and provide a new zip wire and outdoor gym within Orr's Trust Park. At the heart of the project is promoting participation in local park development.

BPAG's lease of the park has recently been extended and they are keen to continue to deliver high quality play facilities for local youngsters, building on their strong track-record. Orr's Trust Park in Beith is central to the town and a key focus point for leisure and recreation in the community with a pitch, running circle and grass space, as well as the Group's existing skate ramps, MUGA and play park. The existing facility is not in line with today's wheeled sports facilities and recognises the demand for improved provision in Beith and the whole Garnock Valley. The benefits of physical activity and

play have direct, positive impacts on physical and mental health, and the local provision of free outdoor facilities gives families affordable leisure options. BPAG has plans to offer skateboard and wheeled sports opportunities as part of the development.

BPAG has responded to the needs of the community, evidenced through their consultation exercises, which demonstrated clear community support for extended play facilities including an outdoor gym and a zip wire in the second phase of the project. The Feasibility Study shows how local people have been involved in the design of the play areas and in selecting the type of equipment to meet their needs. Residents local to the park had the opportunity to feedback their views through the feasibility study which was widely circulated.

BPAG has already secured £12,500 funding and has a funding plan to secure the £150,000 match funding required to finance the full park renovations. The CIF funding will only be released on condition that the complete funding package is achieved.

2.4.2 The Irvine Locality Partnership

The Irvine Locality Partnership CIF allocation to date	£1 624 000
Digital Officer	£ 84 604
Vineburgh & Fullarton Community Enablers	£ 100 000
Irvine Newtown Men's Shed	£ 10 000
Harbourside Men's Shed	£ 10 000
Irvine Youth Hub	£ 100 000
Input	£ 60 000
Irvine Tennis Club	£ 100 000
Balance	£ 1 159 396

Proposal: Children 1st – Support to Families: £97,580 (Appendix 2)

Children 1st is a registered charity supporting vulnerable children and families, with a focus on prevention, protection, recovery and resilience. Children 1st Family Wellbeing is based in Bourtreehill, Irvine, North Ayrshire and has been established since 2018. The Family Wellbeing Service is based in the heart of the community, where local families can discuss what concerns them, seek solutions, access specialist support, such as money advice and intensive family support for whole families from skilled people.

Through their current work across Irvine, engagement at the Irvine Locality Network Meetings and also via discussions at the Bourtreehill and Broomlands Locality Chit Chats, local people identified their need for a community-based Family Wellbeing Worker and a Community and Family Engagement worker. These supports will connect with and support the local community by offering:

- Practical and emotional trauma informed and recovery focused support to children and families who have experienced trauma and or adversity in their lives.
- Co-design with the community, a covid recovery plan that will offer a range of community lead activities that focus on wellbeing, relationships, and hope. These may include indoor and outdoor creative art activities for whole families, meal preparation, supported

cooking and smart shopping initiatives. Programmes will include existing partnerships with local services such as Active Schools, North Ayrshire Rangers and Ayrshire Wildlife Trust, to maximise opportunities for families to connect with outdoor, recreational experiences and seek to develop new partnerships with other groups, organisations and agencies in the area.

- Blended Money Advice support to help whole families establish the root cause of money worries, maximise their income, help budget and avoid and manage debt, again with a real trauma sensitive and relationship-based approach.
- Continuous consultation and engagement opportunities within the community, in order to hear voices, capture feedback on the impact of support offered by Children 1st and responding to their needs in an agile and creative way.

As well as engaging with the Community Planning Partnership Forum virtually for working groups and Chit Chats, the team are working with nearly 500 local families. Partners include the Irvine Locality and CLD teams, Community Link workers, Service Access teams, Community Hubs, School hubs, Active Schools, CAMHS, Citrus Energy, Christians Against Poverty, Police Scotland and the North Ayrshire Rangers, NA HSCP, Police Scotland, Education, and other key external partners that together will offer an effective landscape of support for children and families living in the community.

2.4.3 The North Coast and Cumbraes Locality Partnership

The North Coast and Cumbrae Locality Partnership CIF allocation	£978 000
Cycling Without Age- Fairlie	£ 22 800
Clearer Minds	£ 30 200
Millport Town Hall	£200 000
Sing Your Sing	£ 14 892
Locality Priorities Worker	£ 35 948
West Kilbride Technical and Creative Training Programme	£ 76 605
Balance	£674 160

Proposal: North Coast and Cumbrae Locality Partnership – Locality Priorities Worker – extension of support: £41 871 (Appendix 3)

After a 2020 CIF application from the North Coast and Cumbrae Locality Partnership was successful a Community Development Worker has been in post for 1.5 years. The Locality Partnership met and discussed the need for this post to be extended as it is a benefit to the North Coast and Cumbraes communities. Given the work that is up and coming to address poverty, covid recovery and the cost of living crisis, there is a clear need for a Community Development Worker to continue to build on the delivery of the Locality Partnership priorities across the North Coast and Cumbraes.

This post will be dedicated to a distinct range of activities supporting financial inclusion, mental health and the reduction of social isolation and employability. The post holder will work with local groups to develop Community Investment Fund applications, external funding applications and stimulate growth and development of support for these priorities.

Work is underway includes supporting a newly established LGBT Youth Forum, linking with the Largs Wellness model/the new Aberlour project (including schools, Child and Adolescent Mental Health Services and other health services), Phase 3 digital literacy programme – a programme that supported elderly residents in Skelmorlie, supporting the 5 CIF projects, develop an Elderly Forum in West Kilbride and continue working with Local food provision services looking to link in with money management services.

For this specific post and engagement took place with the Locality Partnership, including community representatives, NAC Locality Officer, Community Link Worker and Elected Members, as well as with the NAC North Coast & Cumbrae Community Development staff. Support has been given by the local schools, CAMHS and health services via the Largs Wellness Model.

3. Proposals

3.1 That Cabinet:

- a) Reviews the enclosed applications from the Garnock Valley, Irvine, and North Coast and Cumbrae Locality Partnerships in line with CIF criteria;
- b) Approves the CIF application in relation to Beith Playpark Action Group (BPAG);
- c) Approves the CIF application in relation to Children 1st; and
- d) Approves the CIF application in relation to the Localities Priority Officer from North Coast and Cumbrae Locality Partnership.

4. Implications/Socio-economic Duty

Financial

- 4.1 CIF funding is allocated within existing resources.

Human Resources

- 4.2 The Children 1st and North Coast and Cumbrae Locality Partnership proposals will provide employment opportunities. All of the projects offer skills development opportunities, which are life-enriching and some of which may lead to employment. There will also be volunteering opportunities.

Legal

- 4.3 None.

Equality/Socio-economic

- 4.4 The purpose of Locality Planning is to reduce inequalities, increase community cohesion and advance community empowerment. Each of the CIF proposals is tested against that purpose before being presented to Cabinet. All these applications provide opportunities for increased community support for the cost-of-living crisis through skills development, digital inclusion, support for food provision, increased volunteering, community cohesion and wellbeing. The North Coast and Cumbraes Locality Partnership proposal targets work with young people including LGBT community, digital inequalities and older people. Children 1st supports families experiencing trauma, adversity poverty and food insecurity. The investment in the skate park and

outdoor gym facilities at Beith will provide local free access to physical activity and can lead to a far wider range of outcomes.

Environmental and Sustainability

4.5 Environmental and sustainability issues are considered in relation to each CIF application. The Beith playpark application will improve local facilities and upgrade the existing park, encouraging families to become more engaged with outdoor activities. Partnerships between Children 1st and the Council's Countryside Ranger Service is also aimed at encouraging increased outdoor activity for improved wellbeing.

Key Priorities

4.6 The proposals contained within the report support the North Ayrshire Council Plan priorities:

- Active and strong communities
- People enjoy good life-long health and wellbeing.

Community Wealth Building

4.7 The applications support the following pillars of community wealth building:

- Creating volunteering and skills development opportunities; and
- Supporting local third sector businesses.

5. Consultation

5.1 The proposals contained within this report have been developed and approved by the Locality Partnership, through consultation with partners in employability and skills and local people, including young people.

Audrey Sutton
Executive Director of Communities and Education

For further information please contact **Rhona Arthur, Head of Connected Communities**, on **01294 324415**.

Background Papers

Appendix 1: CIF Application: Beith Playpark Action Group

Appendix 2: CIF Application: Children 1st

Appendix 3: CIF Application: North Coast and Cumbraes Locality Partnership



Appendix 1 - Community Investment Fund: Proposal to Cabinet

Organisation name	<i>Beith Playpark Action Group</i>
Brief details of organisation	<p>Beith Playpark Action Group (BPAG) are a registered charity (SCO31704) formed in 2001, which has been in existence for 21 years, and their charitable objectives are “to promote the benefit of young people of Beith and surrounding area by associating with the local authorities, voluntary organisations and inhabitants in a common effort to provide play facilities in the interest of social welfare for recreation and leisure time occupation with the object of improving the conditions of life of the said young people”.</p> <p>The Group have previously delivered over £250,000 of investment in play and outdoor leisure provision on Orr’s Park, and in 2005, they were presented with The Queen’s Award for Voluntary Service, acknowledging the many hours of voluntary work put in by the members.</p>
Locality	Garnock Valley
Amount requested	£100 000 towards a £250,000 development
Brief overview of proposal	<p>The proposal is to replace the old skate park ramps with a new concrete state of the art skate park on the existing site and provide a new zip wire and outdoor gym within Orr’s Trust Park. The Group has recently extended BPAG’s lease of the park and has a strong track record in delivering high quality play facilities for local youngsters.</p> <p>The project is proposed for Orr’s Trust Park in Beith, but has benefits for the whole Garnock Valley. This park is central to the town and a key focus point for leisure and recreation in the community with a pitch, running circle and grass space, as well as the Group’s existing skate ramps, MUGA and play park. The current provision of play and skate ramps provided and maintained by the Group. The current skate provision in the park is outdated and the materials used for the ramps and features, and the surface on the park are not in line with today’s wheeled sports facilities. Improved provision in Beith will meet local and wider demand.</p> <p>Once consultation started it became clear that local people in the Garnock Valley were also keen to help alleviate financial pressures by offering access free of charge to new innovative play facilities in a local park. The physical and mental health benefits of participating in outdoor activities and play are well known. By increasing and improving the range of skate boarding and wheeled sports facilities, the Group will continue to expand</p>

	<p>and develop opportunities for more people to become more active and healthier. BPAG plan to offer Come and Try skate boarding events where more established skaters help young ones to learn the basic skills.</p> <p>Partners include Streetscene and Beith Trust who have the lease for the running track and football pitch at the park. There are plans to create a park users' group to ensure all with an interest in the park meet and work together. Other partners are Connected Communities, Beith Community Association, Beith Primary School, Active Schools, Beith Juniors Football Club, Beith Orr Park Neighbourhood Watch, Beith and District Community Council, Beith Guides and Garnock Valley Ranger Guides, Curves Ladies Gym, Beith Badminton Club and Garnock Valley Disability Forum.</p> <p>A survey ran for 6 weeks with a total of 250 responses. This probably represented more than 1,000 individuals as some were replying on behalf of whole families, as well as 13 letters of support.</p> <p>A Feasibility Study has been completed and a funding plan has been developed. Alan Jones Associates have been engaged as an experienced wheeled sports and play project management company. They have project managed many different sizes of projects from the £10 million Inverness Aquadome development down to small community-based projects. The Group recognise that the development and installation is likely to comprise of 2 phases, because of the timing and availability of other matched funding streams. Phase 1 will see the delivery of the new skate park and phase 2, which is included in the current funding package, is the zip wire/play equipment and outdoor gym.</p> <p>The Group has identified potential funders for the remaining £150 000 and BPAG has already received a grant of £10,000 from Awards for All in 2021 for the feasibility study. Two grants, each for £1,000 were received from the NAC Youth Participatory Budget in 2019 and in 2021. BPAG also received a grant of £1,500 from Valley Voices in 2021.</p>
Timescales	Spring 2023
Contact details	Christina Pieraccini, Locality Officer, Connected Communities cpieraccini@north-ayrshire.gov.uk



Appendix 2 - Community Investment Fund: Proposal to Cabinet

Organisation name	<i>Children 1st</i>
Brief details of organisation	<p>Children 1st is a registered charity (SC015092) providing support for vulnerable children and families across Scotland.</p> <p>Their priorities focus on four key components of prevention, protection, recovery and resilience. All Children 1st's services focus on the protection and prevention of harm and abuse. Staff are skilled in recognising early signs of concern, sometimes from adverse childhood experience of physical, emotional or sexual abuse, to prevent escalation of need to crisis. Their services are configured to address family difficulties and challenges at an earlier stage thus providing better outcomes for families. Children 1st work at a pace that is right for them to support meaningful and sustainable recovery.</p> <p>Children 1st Family Wellbeing is based in Bourtreehill, Irvine, North Ayrshire and has been established since 2018.</p> <p>Families in North Ayrshire are working hard to raise and provide for their children. However, unfortunately, families are still living in increasingly isolated and disconnected communities with high levels of unemployment and poor health, both physical and mental. Due to this, families are under huge pressure, with not enough money to meet basic needs, and consequently daily life has become about survival.</p> <p>The Family Wellbeing Service, based in the heart of the Bourtreehill community, is staffed by skilled people who know the local area and offers a 'one-stop shop' of support to children and families living in the community.</p>
Locality	Irvine
Amount requested	£97,580
Brief overview of proposal	<p>Through the Locality Chit Chats and in the Bourtreehill and Broomlands Virtual working group, local people identified their need for a community-based Family Wellbeing Worker and a Community and Family Engagement worker who will together connect with and support the community of Bourtreehill and Broomlands by offering:</p>

	<ul style="list-style-type: none"> • Practical and emotional trauma informed and recovery focused support to children and families who have experienced trauma and or adversity in their lives. • Co-design with the community a covid recovery plan that will offer a range of community lead activities that focus on wellbeing, relationships, and hope. These may include indoor and outdoor creative art activities for whole families, meal preparation, supported cooking and smart shopping initiatives. Programmes will include existing partnerships with local services such as Active Schools, North Ayrshire Rangers and Ayrshire Wildlife Trust, to maximise opportunities for families to connect with outdoor, recreational experiences and seek to develop new partnerships with other groups, organisations and agencies in the area. • Blended Money Advice support to help whole families establish the root cause of money worries, maximise their income, help budget and avoid and manage debt, again with a real trauma sensitive and relationship-based approach. • Continuous consultation and engagement opportunities within the community, in order to hear voices, capture feedback on the impact of support offered by Children 1st and responding to their needs in an agile and creative way. <p>Children 1st took the time to engage and connect with local children, young people and their families in order to capture their thoughts and views on what they felt they needed from Children 1st. They learned that early support is needed for whole families and that families are given the time to engage and connect with support that is based on trust and confidence – “this means no timescales”. Children and families are often more likely to engage with third sector partners and need accessible support, that is local and/or community based. This helps to promote access to “early help” and to prevent complex risk for children, young people, and their families.</p> <p>In the last 21 months the Family Wellbeing Hub has received referrals at a higher rate than ever before, with more local self-referrals being made by families themselves, at this time they are providing intensive whole family support to 46 families in the Irvine area including Bourtreehill and Broomlands. The wider work engages with around 500 families.</p> <p>The proposed programme includes:</p> <ul style="list-style-type: none"> • Trauma informed and recovery focused whole family support, inclusive of one-to-one sessions if required for children, young people or parents/ carers • Relational and recovery focused blended family support and money advice. • Social Media engagement and support – closed groups like preschool families and kinship care, as well as Children 1st Community pages. • Outdoor whole family pop up play and outdoor learning sessions • Family music sessions: using music and the support of local musicians.
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	<ul style="list-style-type: none"> • Creative arts sessions: using the support and expertise of local artists. • Wellbeing group for new or expectant parents/ parents of preschool children. • Youth groups and Peer Conversation Cafés. • Community Collaborations to explore and connect with key partners in statutory services. <p>As well as engaging with the Community Planning Partnership Forum virtually for working groups and Chit Chats, the team are working with nearly 500 local families. Partners include the Irvine Locality and CLD teams, Community Link workers, Service Access teams, Community Hubs, School hubs, Active Schools, CAMHS, Citrus Energy, Christians Against Poverty, Police Scotland and the North Ayrshire Rangers, NA HSCP, Police Scotland, Education, and other key external partners that together will offer an effective landscape of support for children and families living in the community.</p>
<i>Timescales</i>	Spring 2023
<i>Contact details</i>	Elaine Baxter, Locality Officer, Connected Communities ebaxter@north-ayrshire.gov.uk



Appendix 3 - Community Investment Fund: Proposal to Cabinet

Organisation name	<i>North Coast and Cumbrae Locality Partnership</i>
Brief details of organisation	<p>The Locality Planning Partnership is part of the statutory Community Planning Partnership approach responsible for the delivery of the Local Outcomes Improvement Plan as set out within the Community Empowerment (Scotland) Act 2015.</p> <p>The North Coast and Cumbrae Locality Partnership provides support for the communities of the North Coast and Cumbrae to help them do what is needed to tackle the issues that they have identified as priorities for their local area. These are outlined in the Locality Plan.</p> <p>The partnership meets four times each year and identifies any action required. They then make sure that it is allocated to the most relevant Partners to tackle the work.</p> <p>The Locality Partnership is made up of 5 local elected members, the Chairs of the 5 local Community Councils and 4 co-opted Community Representatives, who have knowledge or expertise in specific areas of the Locality Partnership's work (this is known as Participation by Experience).</p>
Locality	North Coast and Cumbraes
Amount requested	£41 000
Brief overview of proposal	<p>North Coast and Cumbrae Project Officer</p> <p>After a 2020 CIF application from the North Coast and Cumbrae Locality Partnership was successful a Community Development Worker has been in post for 1.5 years. The original request was to provide capacity to deliver the Locality Partnership's priorities and to work across the 5 key towns and villages. The Community Development Worker supported The Living Room and responded to local needs like digital skills in Skelmorlie, establishing an LGBT Youth Forum and engaged with young people in West Kilbride. Reports were made to each of the Locality Partnership.</p> <p>Understanding that the 18 months were nearing completion, the Locality Partnership met and discussed the need for this post to be extended, given the clear benefits to the North Coast and Cumbraes communities. The Locality Partnership also has plans for local support to address</p>

	<p>poverty, covid recovery and the cost of living crisis. There is a clear need for a Community Development Worker to continue to build on the delivery of the Locality Partnership priorities across the North Coast and Cumbraes.</p> <p>This post will be dedicated to a distinct range of activities supporting financial inclusion, mental health and the reduction of social isolation and employability. The post holder will work with local groups to develop Community Investment Fund applications, external funding applications and stimulate growth and development of support for these priorities.</p> <p>Work is underway includes supporting a newly established LGBT Youth Forum, linking with the Largs Wellness model/the new Aberlour project (including schools, Child and Adolescent Mental Health Services and other health services), Phase 3 digital literacy programme – a programme that provided elderly residents in Skelmorlie, supporting the 5 CIF projects, develop an Elderly Forum in West Kilbride and continue working with local food provision services, with the aim of creating a community food larder, and looking to link in with money management services.</p> <p>Other plans include:</p> <ul style="list-style-type: none"> • Resuming work with local library to establish a drop-in employability programme for the local area. • Supporting groups through community asset transfer process • Continuing to support local community groups complete Community Investment Fund applications for relevant projects • Continue working with local young people throughout NC providing a safe space to develop and gain confidence through carrying out issue-based inputs preparing young people to become active and productive adults. • Working with NAC Park Rangers to carry out nature walk and talk groups for local residents to promote positive mental health. • Facilitating community engagement events, ensuring the Community Development Worker carries out work in line with residents needs and wants. <p>For this specific post and engagement took place with the Locality Partnership, including community representatives, NAC Locality Officer, Community Link Worker and Elected Members, as well as with the NAC North Coast & Cumbrae Community Development staff. Support has been given by the local schools, CAMHS and health services via the Largs Wellness Model.</p> <p>The funding will support a Grade 9 Community Development Officer 21 hours per week. Please note that this will be a new appointment as the previous post holder has secured a permanent Grade 9 post within the North Coast and Cumbraes Locality Team.</p>
Timescales	Autumn 2022

Contact details	Louise Riddex, Locality Officer, Connected Communities Lriddex@north-ayrshire.gov.uk
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1 November 2022**Cabinet**

Title:	Update on Humanitarian Protection for People from Ukraine
Purpose:	To provide Cabinet with an update on the range of supports being offered by the Council and its community planning partners to those people seeking sanctuary from the conflict in Ukraine
Recommendation:	That Cabinet: <ul style="list-style-type: none">(i) notes the support provided to date to Ukrainian Displaced People (UDPs) who have settled in North Ayrshire(ii) notes the plans to reinstate 30 decommissioned one-bedroom Council properties at Glebe Place, Saltcoats as temporary accommodation for Ukrainian Displaced People, using funding of £0.486m allocated by Scottish Government for this purpose(iii) agrees that officers continue to investigate further options to accommodate people displaced by the Ukraine conflict

1. Executive Summary

- 1.1 North Ayrshire Council is fully committed to supporting the UK's humanitarian programmes.
- 1.2 Since 2015 the Council and its CPP partners have supported 173 refugee and displaced person households (518 people) to settle in North Ayrshire across the various resettlement schemes, with work ongoing to accommodate further people across the active programmes.
- 1.3 Following the Russian invasion of Ukraine on 24 February 2022, the Council has worked closely with Scottish Government, COSLA and other local authorities to provide support and accommodation to Ukrainian people fleeing the conflict, with 100 households (235 people) accommodated in homes across North Ayrshire at 30 September 2022.
- 1.4 This report provides an update on the accommodation and supports already in place, along with plans to provide further accommodation using grant funding of £486k available from the Scottish Government for this purpose.

2. Background

- 2.1 North Ayrshire Council is fully committed to supporting the UK's humanitarian programmes. This is illustrated by our participation in the UK Resettlement Scheme (UKRS), the Afghan Citizens Resettlement Scheme (ACRS), the Afghanistan

Relocation and Assistance Policy (ARAP), the National Transfer Scheme (NTS) for unaccompanied asylum-seeking children (UASC), Homes for Ukraine (HFU) and the Scottish Super Sponsorship Scheme (SSSS) to accommodate displaced people from Ukraine.

- 2.2 Since 2015 the Council and its CPP partners have supported 173 refugee and displaced person households (518 people) to settle in North Ayrshire across the various resettlement schemes (see table 1).

Table 1 – Refugees and Displaced People Settling in North Ayrshire at 4 October 2022

Resettlement Schemes Since 2015	No of Households	No of Individuals
Syrian/UK Resettlement Resettlement Scheme (Council & RSL housing)	43	211
Afghan Resettlement Schemes	8	36
Ukrainian resettlement - Homes for Ukraine/ Super Sponsor Scheme/ family visa	100	235
Ukraine - Welcome Hub (interim hotel accommodation)	22	36
Total refugee and displaced persons settled within North Ayrshire since 2015	173	518

Update on Humanitarian Protection for People from Ukraine

- 2.3 On Thursday 24 February 2022 Russian armed forces invaded Ukraine. COSLA wrote to all Local Authority Chief Executives on 28 February asking them to provide an indication of their individual Council's position with regard to capacity. On 8 March 2022, North Ayrshire Council's Cabinet agreed:

- to make a pledge to offer accommodation and sanctuary to people displaced by the conflict in Ukraine
- that officers should work closely with COSLA to develop plans for providing assistance
- for practical support to be given to third sector organisations operating in North Ayrshire who are making plans to offer direct assistance to those displaced by the conflict.

- 2.4 Since early March 2022 three key visa routes have been developed for people wishing to come to Scotland:

- Family sponsor scheme
- UK Government Homes for Ukraine (HfU) Scheme – 3-year visa, with applicants expected to identify their own individual sponsor/ accommodation
- Scottish Government Scottish Super Sponsor Scheme (SSSS) – no need for applicants to find their own sponsor/ accommodation. People of Scotland have

been asked to offer expressions of interest (EOI) to act as hosts; Scottish local authorities have also been asked to identify accommodation. At its launch the scheme included an immediate commitment to host a minimum of 3,000 Ukrainian refugees across Scotland.

- 2.5 North Ayrshire Council officers have been working closely with Scottish Government and COSLA since March, with representation on key groups. Officers have also been working closely with other councils, particularly through COSLA, SOLACE, ALACHO and within Ayrshire.
- 2.6 Officers from across the Refugee Task Force have been proactive in identifying suitable accommodation and preparing it for arrival. They are also assisting with providing initial support and linking in with support services such as GPs, schools, dentists, welfare benefits, etc.
- 2.7 Council officers have been active in carrying out property and disclosure checks for both HfU and EOI properties/ sponsors, where appropriate.
- 2.8 SSSS arrivals were originally being accommodated short-term in a small number of port of entry hotels (welcome hubs), pending being matched to longer-term accommodation through the COSLA matching service. Councils across Scotland have identified longer-term accommodation, but a number of factors have made the national matching service relatively slow in moving people from hub hotels to longer term accommodation. In recent months the Council has therefore opted to undertake its own local matching.
- 2.9 The uptake of visas has been significantly higher than the 3,000 originally anticipated, impacting on Scotland's ability to provide short and longer-term accommodation. This has resulted in further welcome hubs being established across Scotland at short notice, including the use of two large cruise ships docked in Leith and Glasgow and, locally, the use of 23 bedrooms and meeting space at the Riverside Lodge, Irvine.
- 2.10 Due to the high volume of applications being received compared to initial expectations and the low availability of short- and longer-term accommodation, on 13 July Scottish Government took the difficult decision to pause new visa applications. Open visas are still being progressed.
- 2.11 Paul Johnston – Director-General Communities wrote to local authorities on 8 August asking councils to consider their ability to provide the following to assist in meeting short-and longer-term accommodation need for people arriving in Scotland from Ukraine in the coming months:
 - unused/ surplus residential stock
 - unused/ surplus premises, such as schools and care homes
 - serviced sites to accommodate modular accommodation
- 2.12 To further manage demand, a rapid review of the Scottish Super Sponsor Scheme has been undertaken by Scottish Government, with workstreams focusing on:

- Framework of need and use of the private rented sector
- Matching scheme
- Empowerment
- Direct access to housing stock
- International examples of support

North Ayrshire response to date: medium- longer-term accommodation

- 2.13 North Ayrshire Refugee Task Force, which has representation from across the Community Planning Partnership, has continued to meet regularly since early March to respond to the Ukraine crisis.
- 2.14 In total, 232 Ukrainians have already been supported to settle in medium-longer term accommodation, comprising:
- 158 Ukrainian people (93 adults and 65 children) successfully settled in 62 longer-term furnished tenancies (56 NAC and 6 RSL)
 - 65 Ukrainians being hosted locally by 29 HfU sponsors
 - 9 Ukrainians having been successfully matched with 6 EOI hosts
- 2.15 A further three families are known to be living in North Ayrshire under the Family Sponsor Scheme.
- 2.16 In addition to the 62 social rented properties outlined at para 2.14 above, a further 18 houses (8 NAC and 10 RSL) have been identified and will be ready for matching to families from Ukraine in the coming weeks, increasing the total to social rented 80 properties.
- 2.17 Based on current and planned accommodation, it is likely that the number of Ukrainian displaced people living in medium- longer-term accommodation in North Ayrshire will be approximately 270 by the end of December 2022.
- 2.18 Although this is a very significant achievement in the timescale and when comparing North Ayrshire's Scottish population share of 2.5% against the Scottish Government's initial 3,000 UDP commitment, it should be noted that, due to the exceptional number of Ukrainian visas applied for, it represents approximately 1.5% of the number of people who have already arrived in Scotland, before considering the number of people with live visas who may still decide to travel here.

Welcome hubs

- 2.19 Due to the significant number of people arriving through the initial ports of entry and the pressure placed on the welcome hubs there, in late June Scottish Government took the decision to book 15 hotel rooms at the Riverside Lodge, Irvine, with the first 13 Ukrainians arriving there on 7 July 2022.
- 2.20 North Ayrshire Council responded immediately, with staff initially based in the hotel 8am-8pm Monday to Sunday and overnight out of hours arrangements put in place.

Following the development of robust systems and processes, the on-site staff presence was reduced to 8am-6pm in September.

- 2.21 Following discussions between Council officers, Scottish Government and the Riverside Lodge's management team and in recognition of the experience gained by Council and hotel staff over the last three months and the national demand for accommodation, Scottish Government recently extended the number and duration of its hotel booking, with 23 rooms now booked until March 2023.
- 2.22 The Council has already successfully rehoused 60 people from Riverside Lodge to longer-term accommodation in North Ayrshire properties, local RSL stock and in other local authority areas.

Impact of ongoing crisis in Ukraine and projected arrivals

- 2.23 There are significant concerns across local government regarding the national capacity to respond to both the short- and medium- long-term response to the Ukraine crisis, with pressures on accommodation and support services close to crisis point.
- 2.24 Should the total number of Ukrainian arrivals in Scotland rise to, say, 26,000 and the Council seeks to accommodate its 2.46% population share of the national scheme, this would mean supporting a total of 640 Ukrainians in the area in the coming months. Assuming an average household composition of 2.4 people, North Ayrshire's total number of properties required would rise to 266, mainly comprising social rented properties, (NAC and its RSL partners) but with support through HfU, EOI and use of the private rented sector. This means an extra c.151 properties would be required in addition to the current 115 households, and based on the current demographic, 148 Council houses in total compared to the current 64 already identified. North Ayrshire's current Ukraine accommodation represents approximately 5.8% of annual housing allocations. The foregoing analysis indicates this could rise to 13.5% if no other housing solutions are identified.
- 2.25 It is imperative that the Council maintains and protects its statutory homelessness duties, therefore mainstream allocations would be most affected if a further 84 Council houses are required as medium- long-term housing for Ukraine.
- 2.26 In addition to the local accommodation pressures arising from the Ukraine crisis, a report to the Council's Cabinet in December 2022 will provide details of a UK-wide scheme which will require 9,000 asylum seekers to be accommodated in Scotland, with an estimated 111 asylum seekers likely to come to North Ayrshire. Although the intention is that they will mainly be housed in private rented sector accommodation, the full impact on the housing sector is yet to be understood.

Way forward

- 2.27 Officers are continuing to work closely with the Scottish Government, COSLA and other Ayrshire councils to identify options to increase the supply of short-, medium- and longer-term accommodation to host arrivals from Ukraine.

- 2.28 The five blocks of six one-bedroom, low demand flats at Glebe Place, Saltcoats were identified as a Council housing regeneration project in the Estate Based Regeneration Plan January 2019. The 30 flats were scheduled for demolition following the successful rehousing of tenants to alternative accommodation, with the vacated site to be redeveloped through the Strategic Housing Investment Plan in 2024-25.
- 2.29 Following an assessment of the properties and discussions with Scottish Government, these 30 units were proposed to the Scottish Government as an opportunity to accommodate Ukrainian individuals/ couples for a period of up to three years, subject to the full cost of reinstating the properties to the appropriate housing standard being funded by Scottish Government. The demolition/ redevelopment project could then be reprofiled within the SHIP to 2026/27, therefore maintaining the overall SHIP commitment of 1,625 new units by 31 March 2027.
- 2.30 Following clarifications being submitted on the project works, costs and timescales and a site visit taking place, Scottish Government formally confirmed their support for the project on 30 September 2022, with the total estimated reinstatement costs of £0.486m to be funded as the first project from a new £50m national fund established for this purpose.
- 2.31 The project works will be undertaken by the Council's Building Services team, with the works due to commence on site in mid-late October and be completed by the end of January 2023.
- 2.32 Officers are currently pursuing further options for increasing the number of properties available to accommodate Ukrainian people, without adversely affecting existing North Ayrshire housing applicants. Options currently being explored include:
- Temporary reinstatement of surplus hostel and residential accommodation
 - Identification of serviced sites to accommodate modular accommodation

3. Proposals

- 3.1 That Cabinet:
- i. notes the support provided to date to Ukrainian Displaced People (UDPs) who have settled in North Ayrshire
 - ii. notes the plans to reinstate 30 decommissioned one-bedroom Council properties at Glebe Place, Saltcoats as temporary accommodation for Ukrainian Displaced People, using funding of £0.486m allocated by Scottish Government for this purpose
 - iii. agrees that officers continue to investigate further options to accommodate people displaced by the Ukraine conflict

4. Implications/Socio-economic Duty

Financial

- 4.1 Funding is available from both the UK and Scottish Government to assist local

authorities in providing accommodation and support services to people fleeing Ukraine. This includes support for housing costs, translation services and support to access English language classes. COSLA continue to work with the UK and Scottish Governments to develop clear eligibility criteria for different workstreams within these funds. The capital costs relating to the reinstatement of Glebe Place, Saltcoats will be met from a new £50m Scottish Government fund established to increase the supply of longer-term accommodation.

Human Resources

- 4.2 Support for individuals and families is being provided by the Services who make up the North Ayrshire Refugee Task Force. Each Service is currently reviewing their resources and several new posts have been created to respond to the increased scale and pace across each of the refugee and humanitarian schemes.

Legal

- 4.3 None

Equality/Socio-economic

- 4.4 Many of the refugees and displaced people who have settled within North Ayrshire have arrived with a variety of skills and attributes which enrich our communities, and, in a local context, this may help to address some of the demographic challenges within North Ayrshire.

Climate Change and Carbon

- 4.5 None

Key Priorities

- 4.6 Supporting refugees and displaced people to resettle within North Ayrshire will contribute to achieving the Council Plan priorities of 'Active and strong communities' and 'People and communities are safe'.

Community Wealth Building

- 4.7 Many of those who settle in North Ayrshire as part of the national resettlement schemes are well educated, able to speak English, and able to positively contribute to their new communities.

5. Consultation

- 5.1 The members of the Syrian Refugee Task Force have been consulted regarding the contents of this report. Members represent a wide number of internal and external services including Housing and Public Protection, Finance and Corporate Support, Education and Communities, Health & Social Care Partnership, Economic Development & Regeneration, Police Scotland, Department for Work & Pensions, Primary Care NHS Ayrshire & Arran, The Ayrshire Community Trust, Ayrshire College.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Yvonne Baulk, Head of Service (Housing and Public Protection)** on **01294 324542**.

Background Papers

0

NORTH AYRSHIRE COUNCIL

1 November 2022

Cabinet

Title: **Strathclyde Partnership for Transport – Regional Transport Strategy consultation**

Purpose: To seek approval for the proposed North Ayrshire Council submission to Strathclyde Partnership for Transport's consultation on the new Regional Transport Strategy.

Recommendation: That Cabinet approves the submission of the proposed consultation response the new Regional Transport Strategy provided at Appendix One.

1. Executive Summary

- 1.1 The Regional Transport Partnership, Strathclyde Partnership for Transport (SPT), has launched a consultation on the new Regional Transport Strategy for the West of Scotland 2022-2037. They are seeking views until 28 October 2022. This report seeks approval for the proposed response to the consultation as provided at Appendix One.

2. Background

- 2.1 The Regional Transport Strategy (RTS) is the long-term strategy for transport in the West of Scotland. It sets the vision and direction for transport in the region and will inform SPT's Capital Investment Programme for the next 15 to 20 years.
- 2.2 The existing RTS was published in 2018 and a three-year delivery plan was developed for 2018/19 to 2020/21. The preparation of the new RTS was delayed by Covid-19. SPT published the updated RTS draft for consultation in August 2022. This consultation closes on 28 October 2022. Permission has been obtained from SPT to submit the North Ayrshire Council response following Cabinet approval in November 2022.
- 2.3 The vision for the updated RTS is: The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.
- 2.4 Three priorities have been established for the RTS. These aim to ensure that it is aligned to the wider policy environment and will help to achieve improved environmental, societal and economic outcomes for all. These priorities are:

- A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all;
- Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all; and
- Improved quality of life, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.

2.5 The RTS sets out policies under the following ten themes:

- 1) Accessing and using transport
- 2) Reducing the need to travel and managing demand for car travel
- 3) Enabling walking, wheeling and cycling
- 4) Enhancing quality and integration of public transport
- 5) Improving road safety
- 6) Decarbonising vehicles and improving air quality
- 7) Moving goods more sustainably
- 8) Increasing resilience and adapting to climate change
- 9) Protecting and enhancing natural and built environments
- 10) Connecting Places

2.6 The proposed RTS priorities, targets, objectives are broadly in line with the Council's policies and ambitions in relation to transport. Key points from the proposed response include outlining the:

- Findings from the Inclusive Growth Diagnostic in relation to transport as a barrier to inclusive growth and outlining the Council's Community Wealth Building Strategy approach.
- Challenges faced by North Ayrshire communities in relation to public transport including the: affordability of and access to services; contraction of the bus network and withdrawal of services; ferry resilience and reliability; reliance to access services and healthcare; integration between transport modes; and limited service provision within rural areas.
- Significant impact of the cost of living crisis on public transport affordability and poverty and that of the pandemic on patronage levels and confidence in using the public transport network.
- Needs of island communities and rural areas and the differences with to urban settlements, noting that policy and intervention should be reflective of these.
- Council's support for measures to ensure that public transport fares are affordable, services, the availability of public transport is maintained and wherever possible improved and for safety and security in the network. Noting that these are paramount to building confidence and patronage in the network and to ensure the long term sustainability and viability of services.
- Constraints and challenges posed by the current funding arrangements for active travel and welcoming more regional or local funding models and corresponding revenue funding to support additional maintenance requirements
- Need for investment in the bus network including mechanisms to support alternative models including local authority operated services
- Need for further support to explore other operating models for public transport to ensure that communities are well connected and not disadvantaged due to a lack of sufficient public transport and services are more resilient to economic change.

- Council's position in relation to road pricing, congestion charging and workplace parking levies.

2.7 A Delivery Plan will be developed following approval of the final RTS. Officers will continue to engage with SPT on the development of this plan.

3. Proposals

3.1 That Cabinet approves the submission of the proposed consultation response on the new Regional Transport Strategy provided at Appendix One.

4. Implications/Socio-economic Duty

Financial

4.1 The new RTS will inform regional transport capital funding and programmes for the next 10 to 15 years. The annual SPT Capital Programme funds a substantial number of North Ayrshire transport and active travel projects each year. Without this funding stream significant additional investment would be required from North Ayrshire Council or other external funding sources in order to deliver on our transport commitments and priorities.

Human Resources

4.2 None.

Legal

4.3 None.

Equality/Socio-economic

4.4 The transport policies being promoted within the RTS aim to provide a fit for purpose and inclusive transport network for the STP area to reduce socio-economic disadvantage and transport poverty.

Climate Change and Carbon

4.5 The RTS aims to support sustainable and active travel and reduce the impact of transport on our communities. This also includes aims to reduce the volume of traffic travelling through our towns and to facilitate public transport to support a shift towards more sustainable travel behaviour. This aligns with the Council's agreed Environmental Sustainability and Climate Change Strategy workstreams of: Green Economy; Transport and Travel; and Sustainable Operations. Furthermore, it aligns with the Council's commitment to reduce carbon emissions through our declaration of a Climate Emergency and will contribute to the ambition to achieve net zero by 2030.

Key Priorities

4.6 The delivery and implementation of the RTS will contribute to achieving the Council Plan outcomes under the Inspiring Places and Aspiring People themes. It will contribute to the ambitions for: an inclusive, growing and enterprising economy; North

Ayrshire to be well-connected with effective infrastructure; and for a sustainable, vibrant, welcoming and attractive environment.

Community Wealth Building

- 4.7 The Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth at a local level. The provision of a connected transport network including high-quality opportunities for active travel and public transport for everyday journeys is vital to local communities and delivering inclusive growth and Community Wealth Building.

5. Consultation

- 5.1 The development of the RTS by SPT has been informed by extensive stakeholder engagement and public consultation. This has included input from Council Services, local organisations and businesses.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Claire Fitzsimmons, Active Travel and Transport Manager**, on **01294 315305**.

Background Papers

SPT A Catalyst for Change 2018 – 2021

Draft Regional Transport Strategy - consultation

SPT is consulting on a new draft Regional Transport Strategy (RTS) for the west of Scotland. SPT has a statutory duty under the Transport (Scotland) Act 2005 to produce an RTS and to keep it under review.

We welcome your response on the draft RTS as well as the Strategic Environmental Assessment and Equality Impacts Assessments. You can submit a response to these documents using this questionnaire. The questionnaire may be returned to rts@spt.co.uk or returned or posted to 131 St. Vincent St, Glasgow G2 5JF. Posted materials should be postmarked by 28 October 2022.

The draft RTS and accompanying background reports are available at: www.spt.co.uk/vision

If you require assistance with completing the questionnaire, please let us know by using the following email address: rts@spt.co.uk

You must be 16 years or older to complete the questionnaire on your own.

The consultation is open until midnight Friday 28 October 2022.

Data protection

This consultation is being carried out by Stantec on behalf of Strathclyde Partnership for Transport. This activity is being carried out in line with current data protection legislation and your data will be aggregated and anonymised so you will not be identified in the reporting of the consultation findings. We will combine the information you provide with that of other respondents to understand views on the draft RTS and Impacts Assessments. The information gathered will be used to inform the development of the finalised RTS and may be shared on an anonymised basis with SPT's partners to assist with their work.

You can find out more about SPT's Data Protection Policy here:

<https://www.spt.co.uk/media/orgmg4n0/data-protection-policy.pdf>

Our consultants Stantec, have their own privacy policy which can be found here:

<https://www.stantec.com/en/copyright>

Instructions

The consultation questions are in grey boxes. Please provide answers in the box/cell below each question. An X can be typed/written within the line before the answer choice to indicate the answer, for example:

☒ Yes
☐ No
☐ Not sure

Please complete section 1. The other sections may be completed as relevant to you or your organisation.

1. Your details

1.1.	What is the name of the organisation/business you are responding on behalf? If you are responding as an individual, please leave this blank.
	North Ayrshire Council
1.2	What is your name and position within the organisation/business? Please provide your name only if you are responding as an individual.
	Not applicable
1.3	What is your email address? We will only contact you if we need to clarify your answers. You do not need to leave a contact email to complete the survey.
	transportation@north-ayrshire.gov.uk
1.4	If you are responding as an individual, please indicate where you currently live.
	Not Applicable
1.5	Have you read the draft Regional Transport Strategy?
	Yes

2. RTS Strategic Framework

2.1	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 provide a strong basis for improving transport in the region?
	Yes
2.2	Please provide additional comments on the RTS Strategic Framework in the box below.
	<p>The RTS Priorities, Targets, Objectives and Policies are broadly in line with North Ayrshire Council's policies and ambitions in relation to transport.</p> <p>The North Ayrshire Inclusive Growth Diagnostic was a joint piece of work between the Office of the Chief Economic Adviser at the Scottish Government and North Ayrshire Council (NAC) in 2017. This aimed to assess what is holding back long-term sustainable inclusivity and growth. This exercise was extended across Ayrshire during 2018. The diagnostic results provide evidence of the main constraints to Inclusive Growth and produced a prioritised list of constraints to address. This identified transport as a barrier to inclusive</p>

	<p>growth. In particular, it was identified as a limiting factor to and preventing people from accessing employment and training opportunities. Several contributing factors were identified including the: frequency of transport; connections between transport modes; cost; and shift patterns exacerbating transport constraints.</p>
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RTS Policies

The RTS policies are set out in Chapter 7 of the draft RTS document, grouped within ten policy themes. The RTS policies will guide detailed decision making and investment on specific transport plans, projects and programmes. They provide the public and stakeholders with a clear view on how SPT will make decisions on transport.

In this section of the survey, we will ask you about the importance of each policy theme to you or your organisation.

You will then have an opportunity to respond to questions on the individual policies within each policy theme.

You can skip to the next policy theme if you do not wish to comment on individual policies.

You can also use the links below to skip to relevant policy themes.

- [Accessing and Using Transport](#)
- [Reducing the need to travel and managing demand for car travel](#)
- [Enabling walking, wheeling and cycling](#)
- [Enhancing quality and integration of public transport](#)
- [Improving road safety](#)
- [Decarbonising vehicles and improving air quality](#)
- [Moving goods more sustainably](#)
- [Increasing resilience and adapting to climate change](#)
- [Protecting and enhancing natural and built environments](#)
- [Connecting Places](#)

RTS Policy Theme: Accessing and Using Transport

3.1A	How important is the policy theme 'Accessing and Using Transport' to you or your organisation?
	Very important
3.1B	Do you wish to comment on the individual policies within 'Accessing and Using Transport' theme? If you select 'no', please move to Question 3.6A .
	Yes
3.2A	<p>Policy: P.A1 Accessible transport</p> <p><i>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.</i></p> <p>Do you support policy P.A1 Accessible transport?</p>
	Yes

3.2B.	Please provide comments on policy P.A1 Accessible transport in the box below.
	<p>North Ayrshire Council is supportive of this policy. The proposals contribute to our ambitions in relation to accessible transport and accords with our Local Transport Strategy (LTS) and Electric Vehicle Strategy. Our transport vision is to provide an integrated transport network for North Ayrshire that supports long term, sustainable, economic growth in the area, and reduces inequality through improving the accessibility and connectivity of communities to employment opportunities and local amenities. We are currently reviewing our LTS, which will incorporate our Active Travel Strategy. It is envisaged that the updated LTS will continue to support accessible transport and where possible improve on this.</p>
3.3A	<p>Policy: P.A2 Affordable transport</p> <p><i>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.</i></p> <p>Do you support policy P.A2 Affordable transport?</p>
	Yes
3.3B	Please provide comments on policy P.A2 Affordable transport in the box below.
	<p>North Ayrshire Council is supportive of this policy and the commitment to improve the affordability of the transport network. We have several projects underway and planned for the future which align with this policy. These are informed by the North Ayrshire Inclusive Growth Diagnostic referenced in Section 2.2 of our response, which identified that:</p> <ul style="list-style-type: none"> – The need to commute significant distances to higher value/paid jobs can compound challenges of transport and childcare. – Transport issues arise more in terms of affordability, especially for people that need to commute to different areas (e.g., to Glasgow) for work and that are employed in low paid/skilled jobs, than in terms of physical infrastructure. – Increasing services/ transport linkages may have negative environmental effects. While this may have the potential of improving mobility/accessibility (improved social cohesion – e.g., reduced sense of isolation for more remote areas). <p>The current cost of living crisis will further exacerbate the challenges faced by our communities in relation to transport affordability and poverty. Any rise in cost of transport is likely to result in a reduction in journeys for education, work or leisure purposes. Public transport operators may experience increased operational costs at a time of reduced patronage, resulting in lower revenue and reductions in the commercial viability of services. This will impact on communities, inclusive economic growth and the commercial viability of public transport services. We are therefore supportive of measures to ensure that public transport fares are affordable to ensure that North Ayrshire residents can access services, employment, training and leisure opportunities.</p>

3.4A	<p>Policy: P.A3 Availability of Transport</p> <p><i>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.</i></p> <p>Do you support policy P.A3 Availability of Transport?</p>
	Yes
3.4B	Please provide comments on policy P.A3 Availability of Transport in the box below.
	<p>North Ayrshire Council is supportive of this policy. We are experiencing substantial bus service reductions under the current operating model for the provision of bus services. As these services are run on a commercial basis by private operators, the Council has limited scope in influencing their delivery.</p> <p>Whilst SPT supports socially necessary bus services where there is no provision by commercial bus operators, we appreciate that funds are limited and the need to carefully consider the number of passengers who are likely to use a service, the cost per passenger carried and whether there are other public transport options available before deciding whether they can subsidise a service.</p> <p>The Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth at a local level. The provision of high-quality opportunities for public transport for everyday journeys is therefore vital to our communities and economy.</p> <p>The Council is cognisant of the challenges faced by commercial operators and in delivering subsidised services. These include reduced patronage, increased operational costs, driver shortages and recruitment difficulties. We are supportive of initiatives to incentive travel by public transport and rebuild confidence in the network and will seek to work with SPT and local operators to deliver these locally. This will require innovative approaches with action being prioritised on those routes which are the least commercially advantageous.</p> <p>Furthermore, the Council is committed to working with operators to help address driver shortages by investing in Fair Work and widening access to training and employment across the sector. A reciprocal commitment from private operators to work in the best interest of local communities that they serve would be welcomed and is critical to the recovery of the network.</p> <p>We are supportive of the commitment to ensure our communities and especially rural communities and aging population, who are often more reliant on road-based transport with fewer public transport services and lower accessibility levels, are not disadvantaged. Improving the availability of public transport is critical across North Ayrshire and particularly to rural and island communities.</p>

3.5A	<p>Policy: P.A4 Safety and Security of Public Transport</p> <p><i>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.</i></p> <p>Do you support policy P.A4 Safety and Security of Public Transport?</p>
	<p>Yes</p>
3.5B	<p>Please provide comments on policy P.A4 Safety and Security of Public Transport in the box below.</p>
	<p>A specific policy on safety and security is welcomed by North Ayrshire Council and we are keen to work with SPT to deliver on this priority locally. Safety and security are paramount for public confidence. This is particularly the case for public transport whereby people will need to feel safe waiting for and using public transport to support patronage to return to pre-pandemic levels. Current patronage levels are substantially lower and unlikely to return without intervention. This action is critical to rebuilding confidence in public transport to support the viability of services and the longer-term sustainability of the network.</p> <p>We have a safety objective within our current Local Transport Strategy to enhance the safety and security of all transport network users and a corresponding action to work operators to achieve this. It is envisaged that the updated LTS will continue to support and where possible improve on this.</p>

RTS Policy Theme: Reducing the need to travel and managing demand for car travel

3.6A	How important is the policy theme ' Reducing the need to travel and managing demand for car travel ' to you or your organisation?
	Very important
3.6B	Do you wish to comment on the individual policies within ' Reducing the need to travel and managing demand for car travel ' theme? If you select 'no', please move to Question 3.16A .
	Yes
3.7A	<p>Policy: P.R1 Integration of transport and land use</p> <p><i>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 everyday 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.</i></p> <p>Do you support policy P.R1 Integration of transport and land use?</p>
	Yes
3.7B	Please provide comments on policy P.R1 Integration of transport and land use in the box below.
	<p>North Ayrshire Council is supportive of the policy and the integration of transport and land use in general. It is however noted that more remote and rural locations within North Ayrshire may require or benefit from development but have limited public transport provision. We believe the policy should support this and are keen to engage with SPT and operators to investigate how public transport can be improved to such locations and developments within North Ayrshire. Active travel links are an essential aspect of any new developments. This will be reflected within the current review of the Street Design Guide being undertaken by the Council.</p>
3.8A	<p>Policy P.R2: 20-minute neighbourhoods</p> <p><i>Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.</i></p> <p>Do you support policy P.R2: 20-minute neighbourhoods?</p>
	Yes

3.8B	Please provide comments on policy P.R2: 20-minute neighbourhoods in the box below.
	<p>North Ayrshire Council is supportive of 20-minute neighbourhoods. This will be reflected in our review of the Street Design Guide and Local Transport Strategy. We are currently developing Place Frameworks and supporting of Place Plans for some of our communities which are seeking to start this process by identifying local priorities for the short, medium and long term. Over the past number of years there has been a desire to centralise services. For 20-minute neighbourhoods to become a reality there will require to be a commitment from funding partners and the Scottish Government to assist in enabling this to come to fruition.</p>
3.9A	<p>Policy P.R3: Flexible working and remote access to services</p> <p><i>Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.</i></p> <p><i>Do you support policy P.R3: Flexible working and remote access to services?</i></p>
	Yes
3.9B	Please provide comments on policy P.R3: Flexible working and remote access to services in the box below.
	<p>We are supportive of the policy to reduce the need to travel however this should not be to the detriment of those who have limited digital access and/or have no alternative but to access services and employment in person.</p>
3.10A	<p>Policy P.R4: Road space reallocation</p> <p><i>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.</i></p> <p><i>Do you support policy P.R4: Road space reallocation?</i></p>
	Yes
3.10B	Please provide comments on policy P.R4: Road space reallocation in the box below.
	<p>North Ayrshire Council is supportive of this policy in order to encourage more travel by active travel and public transport. We have several projects ongoing where this is being considered, for example the reallocation of road space to provide bus lanes and cycle lanes. It should however be noted that, particularly in rural areas, access by car for many journeys is essential and these measures should be applied proportionately.</p>

3.11A	<p>Policy P.R5: Car demand management – parking</p> <p><i>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.</i></p> <p>Do you support policy P.R5: Car demand management – parking?</p>
	Yes
3.11B	Please provide comments on policy P.R5: Car demand management – parking in the box below.
	<p>North Ayrshire Council is supportive of this policy and recognises that management of car parking demand is essential to improving conditions within the town centre. This accords with our Town Centre Parking Strategy. We are currently in the process of introducing measures to better manage parking and illegal parking in the area. We are awaiting the outcome of our Decriminalised Parking Enforcement application. We would welcome support from the Regional Transport Authority to assist us in promoting and extending any scheme introduced.</p>
3.12A	<p>Policy P.R6: Car demand management – pricing</p> <p><i>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.</i></p> <p>Do you support policy P.R6: Car demand management – pricing?</p>
	Not Sure
3.12B	Please provide comments on policy P.R6: Car demand management – pricing in the box below.
	<p>North Ayrshire Council would require to consider any proposals for car demand management before the level of support for this policy can be established. Given our geographic location and rural communities, it is important to recognise that car travel for some journeys is essential and is required in order to achieve our economic growth aspirations.</p> <p>It should be noted that the Council has previously ruled out the implementation of the Workplace Parking Levy within North Ayrshire.</p>
3.13A	<p>Policy P.R7: Behavioural change</p> <p><i>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.</i></p> <p>Do you support policy P.R7: Behavioural change?</p>
	Yes

3.13B	Please provide comments on policy P.R7: Behavioural change in the box below.
	North Ayrshire Council is fully supportive of this policy to change travel behaviour which complements the work which we are already undertaking through The Trinity Active Travel Hub and our Travel Smart programme.
3.14A	<p>Policy P.R8: Shared transport and shared journeys</p> <p><i>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.</i></p> <p>Do you support policy P.R8: Shared transport and shared journeys e?</p>
	Yes
3.14B	Please provide comments on policy P.R8: Shared transport and shared journeys in the box below.
	North Ayrshire Council is supportive of this policy and actively promotes car sharing through our Travel Smart programme. We would welcome further engagement with SPT regarding shared transport more generally and how it could be improved and promoted within North Ayrshire and more regionally.

RTS Policy Theme: Enabling walking, wheeling and cycling

3.15A	How important is the policy theme ' Enabling walking, wheeling and cycling ' to you or your organisation?
	Very important
3.15B	Do you wish to comment on the individual policies within ' Enabling walking, wheeling and cycling ' theme? If you select 'no', please move to question 3.22A
	Yes
3.16A	<p>Policy: P.AT1 Regional Active Travel Network</p> <p><i>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.</i></p> <p>Do you support policy P.AT1 Regional Active Travel Network?</p>
	Yes
3.16B	Please provide comments on policy P.AT1 Regional Active Travel Network in the box below.
	North Ayrshire Council is supportive of this policy and the development of a Regional Active Travel Network. This would not only help further our strategic active travel network within North Ayrshire but would also help with the delivery of cross-boundary links. We would welcome further discussion with SPT regarding the delivery of this.
3.17A	<p>Policy: P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities</p> <p><i>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.</i></p> <p>Do you support policy P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities?</p>

	Yes
3.17B	Please provide comments on policy P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities in the box below.
	<p>North Ayrshire Council is supportive of this policy and is keen to accelerate the delivery of active travel infrastructure. A commitment to funding to improve infrastructure links for the active travel network, including active travel links to key transport hubs, is required to create a resilience within the network. Funding for the ongoing maintenance of such infrastructure is also critical. Clear and consistent standards are required for active travel infrastructure delivery across Scotland. These standards should also be able to be applied appropriately and proportionately to local circumstances.</p> <p>We have seen substantial increases in capital funding nationally, however a corresponding increase in multi-year revenue funding is also required to achieve this policy commitment. This is required both in terms of future maintenance funding but also staff resources to deliver these projects. Current single year funding models make it very difficult for local authorities to attract, recruit and retain staff and to deliver on these priorities.</p> <p>In addition to this, we would welcome increased direct funding awards to local authorities and/or Regional Transport Partnerships. This would provide local authorities with more resource to deliver local improvements which perhaps would not be strategic enough to succeed in the existing, over-subscribed and competitive funding model.</p>
3.18A	<p>Policy: P.AT3 Access to bikes</p> <p><i>Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.</i></p> <p>Do you support policy P.AT3 Access to bikes?</p>
	Yes
3.18B	Please provide comments on policy P.AT3 Access to bikes in the box below.
	<p>North Ayrshire supports this policy and would be keen to understand how this policy would be delivered on a local and regional basis.</p>
3.19A	<p>Policy: P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes</p> <p><i>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.</i></p> <p>Do you support policy P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes?</p>
	Yes
3.19B	Please provide comments on policy P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes in the box below.

	<p>North Ayrshire supports this policy and would be keen to understand how this policy would be delivered on a local and regional basis.</p>
3.20A	<p>Policy: P.AT5 Integration of micromobility and walking, wheeling and cycling</p> <p><i>Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.</i></p> <p>Do you support policy P.AT5 Integration of micromobility and walking, wheeling and cycling?</p>
	<p>Yes</p>
3.20B	<p>Please provide comments on policy P.AT5 Integration of micromobility and walking, wheeling and cycling in the box below.</p>
	<p>North Ayrshire Council is supportive of this policy and the development of micromobility transport. However, the integration of these forms of transport must not come at the detriment of other active modes especially for the elderly population who may be less mobile to avoid these forms of travel on the active travel network. Consideration will also be required regarding the speed of micromobility modes, such as e-scooters, and the potential for conflict on shared use paths.</p>

RTS Policy Theme: Enhancing quality and integration of public transport

3.21A	How important is the policy theme ‘ Enhancing quality and integration of public transport ’ to you or your organisation?
	Very important
3.21B	Do you wish to comment on the individual policies within ‘ Enhancing quality and integration of public transport ’ theme? If you select ‘no’, please move to question 3.34A .
	Yes
3.22A	<p>Policy: P.PT1 Integrated public transport system</p> <p><i>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.</i></p> <p>Do you support policy P.PT1 Integrated public transport system?</p>
	Yes
3.22B	Please provide comments on policy P.PT1 Integrated public transport system in the box below.
	<p>North Ayrshire Council is supportive of this policy and has carried out substantial work on integrating public transport from improving access to bus stops to working together with SPT to improve Brodick and Ardrossan ferry terminals. The integration of transport is key to providing a seamless transport system in the area and supporting modal shift to sustainable travel modes.</p>

3.23A	<p>Policy: P.PT2 Ticketing and information</p> <p><i>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.</i></p> <p>Do you support policy P.PT2 Ticketing and information?</p>
	Yes
3.23B	Please provide comments on policy P.PT2 Ticketing and information in the box below.
	<p>North Ayrshire Council is supportive of this policy and would be keen to work with SPT on its delivery. Integrated ticketing and MaaS could provide demonstrable benefits to improving the attractiveness of public transport, reducing car travel and helping to achieve our Net Zero ambitions. We have secured funding through the UK Government's Community Renewal Fund to develop and Islands Connectivity study for Arran and Cumbrae. This is currently being finalised and aims to pilot MaaS in North Ayrshire. We are engaging with SPT as to the next steps.</p>
3.24A	<p>Policy: P.PT3 Mobility as a Service</p> <p><i>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.</i></p> <p>Do you support policy Policy: P.PT3 Mobility as a Service?</p>
	Yes
3.24B	Please provide comments on policy Policy: P.PT3 Mobility as a Service in the box below.
	<p>North Ayrshire Council is supportive of this policy and is currently developing a MaaS related study for our islands. It is vital that all users of transport services have equal opportunities to use the services provided.</p>
3.25A	<p>Policy: P.PT4 Bus quality and integration</p> <p><i>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.</i></p> <p>Do you support policy P.PT4 Bus quality and integration?</p>

	Yes
3.25B	Please provide comments on P.PT4 Bus quality and integration in the box below.
	<p>North Ayrshire Council is supportive of this policy and is keen to assist where possible with the integration of public transport and improved bus quality. A large proportion of residents in North Ayrshire rely on public transport to access services within and outwith the area. Integration is key to providing a seamless transport system. North Ayrshire Council is supportive of this policy and would be keen to discuss further with SPT.</p> <p>Regarding the new provisions included within the Transport (Scotland) Act 2019, the existing arrangements for the provision of bus services is not working in many areas, particularly in North Ayrshire. Currently these services are run on a commercial basis by private operators and, as such, the Council has limited scope in influencing their delivery. SPT supports socially necessary bus services where there is no provision, by commercial bus operators. Funds however are limited and therefore we appreciate the need to carefully consider the number of passengers who are likely to use a service, the cost per passenger carried and whether or not there are other public transport options available before deciding whether they can subsidise a service.</p> <p>The Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth at a local level. The provision of high-quality opportunities for public transport for everyday journeys is vital to local communities and delivering inclusive growth and Community Wealth Building.</p> <p>North Ayrshire is keen to explore other operating models to ensure that our communities are well connected and not disadvantaged due to a lack of sufficient public transport. We have also declared a Climate Emergency and do not wish to see a rise in private car ownership and vehicle kilometres due to the public transport network not meeting the needs of our communities.</p> <p>Some initial discussions have taken place between the three Ayrshire authorities and SPT to discuss options for establishing a Bus Services Improvement Partnership. We are keen for these discussions to progress and for alternative operating models to be explored as appropriate.</p>
3.26A	<p>Policy: P.PT5 Rail quality and integration</p> <p><i>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.</i></p> <p>Do you support policy P.PT5 Rail quality and integration?</p>
	Yes
3.26B	Please provide comments on policy P.PT5 Rail quality and integration in the box below.
	<p>Whilst North Ayrshire Council has limited powers to manage the rail network, a function carried out by the Scottish Government, North Ayrshire Council is supportive of this policy. We would be keen to see a similar commitment from key stakeholders.</p>

3.27A	<p>Policy: P.PT6 Ferry quality and integration</p> <p><i>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.</i></p> <p>Do you support policy P.PT6 Ferry quality and integration?</p>
	Yes
3.27B	Please provide comments on policy P.PT6 Ferry quality and integration in the box below.
	<p>North Ayrshire Council is supportive of this policy and would expect a similar commitment from other key stakeholders. Our islands need reliable services that provide for everyday journeys for rural communities, tourism, leisure and business needs. There are no alternative transport modes for journeys to and from either Arran or Cumbrae therefore vessel and service resilience is critical. Reliable ferry services are critical to the supply chain between mainland and island businesses and the sustainability of island businesses going forward.</p> <p>Like most island economies, our islands' economies are highly dependent on their ferries. The levels of cancellations and their coverage undermines visitor and business confidence in our islands as places to either visit, work, live or invest. Service needs and levels fluctuate throughout the year due to seasonal demand. Ferry services should be suitably dynamic to respond to these fluctuations as far as practical. Without the commitment and investment from the Scottish Government to improve the ferry services to the islands - especially the ageing fleet with limited replacement ferries should issues occur - then reliability and resilience will be difficult to achieve.</p> <p>Due to labour shortages many island businesses are reliant on commuters from North Ayrshire and further afield therefore a reliable year round service is critical to island business operation. Our health and social care services rely on the service to transport staff. Significant ferry disruption causes humanitarian and welfare concerns and stress for the people receiving this support and for the staff providing these services.</p> <p>Road Equivalent Tariff (RET) has led to substantial increases in vehicles on the islands and the lack of integration between the ferry and bus services further exacerbates this. Despite increases in ferry passenger numbers there has been no corresponding increase in bus patronage. All bus services on Arran and some on Cumbrae continue to be subsidised due to a lack of commercial viability.</p> <p>There needs to be greater co-ordination between all transport modes including connecting modes on islands and on the mainland. On both Arran and Cumbrae, bus services are largely timed to meet the ferry on arrival. Reliability issues with the ferry can therefore have a significant knock-on impact for the wider transport network. If the buses wait for late running ferries the timetable is not met which impacts the buses serving the wider communities on the islands. On Arran these bus services are also critical to school transport. The impact of unreliable ferry services therefore disrupts residents, school pupils and tourists. Furthermore, residents and visitors disembarking the ferry at Ardrossan are being inconvenienced by relying on rail travel which is similarly synchronised with expected ferry arrival times.</p>
3.28A	<p>Policy: P.PT7 Subway quality and integration</p> <p><i>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.</i></p> <p>Do you support policy P.PT7 Subway quality and integration?</p>

	Yes
3.28B	Please provide comments on policy P.PT7 Subway quality and integration in the box below.
	No comments
3.29A	<p>Policy: P.PT8 Clyde Metro</p> <p><i>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.</i></p> <p>Do you support policy P.PT8 Clyde Metro?</p>
	n/a
3.29B	Please provide comments on policy P.PT8 Clyde Metro in the box below.
	n/a
3.30A	<p>Policy: P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections</p> <p><i>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.</i></p> <p>Do you support policy P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections?</p>
	Yes
3.30B	Please provide comments on policy P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections in the box below.
	<p>North Ayrshire Council is supportive of this policy as it is essential to achieving a fully integrated transport network. In respect of Community Transport, whilst this is something we fully support, it is not the responsibility of local authorities to deliver. We are however committed to supporting community organisations and working with SPT as necessary to achieve local delivery of such options.</p>

3.31A	<p>Policy: P.PT10 Park and Ride</p> <p><i>Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.</i></p> <p>Do you support policy P.PT10 Park and Ride?</p>
	Yes
3.31B	Please provide comments on policy P.PT10 Park and Ride in the box below.
	<p>North Ayrshire Council is supportive of this policy and is keen to encourage the reduction of whole journeys being covered by car therefore the introduction, improvement or expansion of the park and ride availability will encourage more users to travel part of their journey at least only by car. It is recognised that within North Ayrshire some residents have no alternative but to commute part of and sometimes make all of their journey by car.</p>
3.32A	<p>Policy: P.PT11 Sustainable mobility hubs</p> <p>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.</p> <p>Do you support policy P.PT11 Sustainable mobility hubs?</p>
	Yes
3.32B	Please provide comments on policy P.PT11 Sustainable mobility hubs in the box below.
	<p>North Ayrshire is supportive of this policy.</p>

RTS Policy Theme: Improving road safety

3.33A	How important is the policy theme ' Improving road safety ' to you or your organisation?
	Very important
3.33B	Do you wish to comment on the individual policies within ' Improving road safety ' theme? If you select 'no', please move to question 3.38A
	Yes
3.34A	<p>Policy: P.RS1 Road safety and vulnerable road users</p> <p><i>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</i></p> <p>Do you support policy P.RS1 Road safety and vulnerable road users?</p>
	Yes
3.34B	Please provide comments on policy P.RS1 Road safety and vulnerable road users in the box below.
	North Ayrshire Council is supportive of this policy and Scotland's Vision Zero policy. This accords with our Road Safety Strategy.
3.35A	<p>Policy: P.RS2 Safe speeds</p> <p><i>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.</i></p> <p>Do you support policy P.RS2 Safe speeds?</p>
	Yes

3.35B	Please provide comments on policy P.RS2 Safe speeds in the box below.
	North Ayrshire Council is supportive of this policy and is currently undertaking a Road Assessment with respect to 20 mph speed limits and zones as part of the Scottish Governments National Strategy for 20 mph.
3.36A	<p>Policy: P.RS3 Regional Road network safety measures</p> <p><i>Support implementation of road safety measures on the regional road network.</i></p> <p>Do you support policy P.RS3 Regional Road network safety measures?</p>
	Yes
3.36B	Please provide comments on policy P.RS3 Regional Road network safety measures in the box below.
	North Ayrshire Council is supportive of the policy and the integration of appropriate safety measures on the regional road network

RTS Policy Theme: Decarbonising vehicles and improving air quality

3.37A	How important is the policy theme ' Decarbonising vehicles and improving air quality ' to you or your organisation?
	Very important
3.37B	Do you wish to comment on the individual policies within Decarbonising vehicles and improving air quality theme? If you select 'no', please move to question 3.47A .
	Yes
3.38A	<p>Policy: P.GF1 Road transport vehicle decarbonisation</p> <p><i>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.</i></p> <p>Do you support policy P.GF1 Road transport vehicle decarbonisation?</p>
	Yes
3.38B	Please provide comments on policy P.GF1 Road transport vehicle decarbonisation in the box below.
	<p>North Ayrshire Council is supportive of this policy and has declared a state of Climate Emergency. This means we have committed to take action now to reduce carbon emissions across North Ayrshire. We already have a range of measures in place and ultimately our ambition is to become carbon neutral. This means there is an equilibrium between our carbon emissions and carbon removal. As transport is one of the largest emitters of carbon, we would be supportive of any policy that would help in reducing these emissions dependant on the level of funding received to implement these measures. This accords with our Environmental Sustainability and Climate Change Strategy (ESCCS).</p>
3.39A	<p>Policy: P.GF2 Rail decarbonisation</p> <p><i>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.</i></p>

	Do you support policy P.GF2 Rail decarbonisation ?
	Yes
3.39B	Please provide comments on policy P.GF2 Rail decarbonisation in the box below.
	Rail decarbonisation would be a matter for the Scottish Government however North Ayrshire Council would welcome this policy to help reduce carbon emissions.
3.40A	Policy: P.GF3 Subway decarbonisation <i>Develop and implement a net zero carbon strategy for the Subway.</i> Do you support policy P.GF3 Subway decarbonisation ?
	Yes
3.40B	Please provide comments on policy P.GF3 Subway decarbonisation in the box below.
	Subway decarbonisation would be a matter for the Scottish Government and SPT however North Ayrshire Council would welcome this policy to help reduce carbon emissions
3.41A	Policy: P.GF4 Ferry decarbonisation <i>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.</i> Do you support policy P.GF4 Ferry decarbonisation ?
	Yes
3.41B	Please provide comments on policy P.GF4 Ferry decarbonisation in the box below.
	Ferry decarbonisation would be a matter for the Scottish Government however North Ayrshire Council would welcome this policy to help reduce carbon emissions. We would however note that the provision of a reliable and resilient ferry service is critical to our island communities and their economies. Future procurement should therefore focus on proven technologies to ensure continuity of service. Whilst we recognise the desire and ambition to look at new technology, this should not be at the expense of the connectivity of our island communities. Tried and tested technology and engineering should be used to help ensure that the delivery programme can be achieved.

3.42A	<p>Policy: P.GF5 Aviation decarbonisation</p> <p><i>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.</i></p> <p>Do you support policy P.GF5 Aviation decarbonisation?</p>
	Yes
3.42B	Please provide comments on policy P.GF5 Aviation decarbonisation ? in the box below.
	n/a
3.43A	<p>Policy: P.GF6 Clyde Metro</p> <p><i>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.</i></p> <p>Do you support policy P.GF6 Clyde Metro?</p>
	Yes
3.43B	Please provide comments on policy P.GF6 Clyde Metro in the box below.
	No comments
3.44A	<p>Policy: P.AQ1 Low Emission Zones</p> <p><i>Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region as appropriate.</i></p> <p>Do you support policy P.AQ1 Low Emission Zones?</p>
	Yes

3.44B	Please provide comments on policy P.AQ1 Low Emission Zones in the box below.
	<p>North Ayrshire Council does not have any Air Quality Management Areas or plans to implement Low Emission Zones locally. We are however fully supportive of policies which seek to improve air quality in our communities in accordance with our ESCCS.</p>
3.45A	<p>Policy: P.AQ2 Air Quality Management Areas</p> <p><i>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.</i></p> <p>Do you support policy P.AQ2 Air Quality Management Areas?</p>
	Yes
3.45B	Please provide comments on policy P.AQ2 Air Quality Management Areas ? in the box below.
	<p>North Ayrshire Council does not have any Air Quality Management Areas however are fully supportive of policies which seek to improve air quality in our communities.</p>

RTS Policy Theme: Moving goods more sustainably

3.46A	How important is the policy theme ' Moving goods more sustainably ' to you or your organisation?
	Very important
3.46B	Do you wish to comment on the individual policies within ' Moving goods more sustainably ' theme? If you select 'no', please move to question 3.51A
	Yes
3.47A	<p>Policy: P.MG1 Strategic freight transport</p> <p><i>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.</i></p> <p>Do you support policy P.MG1 Strategic freight transport?</p>
	Yes
3.47B	Please provide comments on policy P.MG1 Strategic freight transport in the box below.
	North Ayrshire Council is fully supportive of this policy.
3.48A	<p>Policy: P.MG2 Urban freight and last mile deliveries</p> <p><i>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.</i></p> <p>Do you support policy P.MG2 Urban freight and last mile deliveries?</p>
	Yes

3.48B	Please provide comments on policy P.MG2 Urban freight and last mile deliveries in the box below.
	North Ayrshire Council is supportive of this policy and would welcome further engagement with SPT on how this could be implemented at a local level.
3.49A	<p>Policy: P.MG3 Freight hubs and facilities</p> <p><i>Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.</i></p> <p>Do you support policy P.MG3 Freight hubs and facilities?</p>
	Yes
3.49B	Please provide comments on policy P.MG3 Freight hubs and facilities in the box below.
	North Ayrshire Council is supportive of this policy. We are not aware of any plans for freight hubs or facilities within our area but would welcome further discussion with SPT.

RTS Policy Theme: Increasing resilience and adapting to climate change

3.50A	How important is the policy theme ' Increasing resilience and adapting to climate change ' to you or your organisation?
	Very important
3.50B	Do you wish to comment on the individual policies within ' Increasing resilience and adapting to climate change ' theme? If you select 'no', please move to question 3.56A
	Yes
3.51A	<p>Policy: P.RA1 Climate Change Adaptation</p> <p><i>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.</i></p> <p>Do you support policy P.RA1 Climate Change Adaptation?</p>
	Yes
3.51B	Please provide comments on policy P.RA1 Climate Change Adaptation in the box below.
	<p>North Ayrshire Council is supportive of policies that aim to reduce the impact of climate change in accordance with our ESCCS. As a local authority we seek to make effective use of our powers in areas such as procurement, planning, housing, education and transport to help drive carbon reductions elsewhere in society in a way which tackles climate change.</p>
3.52A	<p>Policy: P.RA2 Resilience</p> <p><i>Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.</i></p> <p>Do you support policy P.RA2 Resilience?</p>
	Yes

3.52B	Please provide comments on policy P.RA2 Resilience in the box below.
	<p>Resilience of the transport infrastructure is crucial in ensuring people have the means of travel to all services. North Ayrshire is keen to see all transport resilience improved especially in regard to the lifeline ferry services to our islands and public transport. We agree with this policy and would be supportive of any measures under this policy.</p>
3.53A	<p>Policy: P.RA3 Flood risk management and mitigation</p> <p><i>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.</i></p> <p>Do you support policy P.RA3 Flood risk management and mitigation?</p>
	Yes
3.53B	Please provide comments on policy P.RA3 Flood risk management and mitigation in the box below.
	<p>North Ayrshire is supportive of this policy however we would suggest the following re-wording to clarify the policy</p> <p><i>‘Support increased integration of transport policies and/or projects with the objectives and actions contained within published Flood Risk Management Plans and Local Flood Risk Management Plans. Encourage and develop opportunities to support flood risk management objectives and actions through transport projects and infrastructure, where appropriate’.</i></p>

RTS Policy Theme: Protecting and enhancing natural and built environments

3.54A	How important is the policy theme ' Protecting and enhancing natural and built environments ' to you or your organisation?
	Very important
3.54B	Do you wish to comment on the individual policies within ' Protecting and enhancing natural and built environments ' theme? If you select 'no', please move to question 3.60A
	Yes
3.55A	Policy: P.EV1 Biodiversity and green infrastructure <i>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.</i> Do you support policy P.EV1 Biodiversity and green infrastructure ?
	Yes
3.55B	Please provide comments on policy P.EV1 Biodiversity and green infrastructure in the box below.
	North Ayrshire Council is generally supportive of this policy, however there requires to be support from the Scottish Government to ensure that any infrastructure has the appropriate maintenance funding.
3.56A	Policy: P.EV2 Green networks <i>Support and facilitate integration of green networks and active travel networks where appropriate particularly in built up areas.</i> Do you support policy P.EV2 Green networks ?
	Yes

3.56B	Please provide comments on policy P.EV2 Green networks in the box below.
	North Ayrshire Council is supportive of this policy however we would note that appropriate capital funding for delivery and revenue funding would be required to maintain green infrastructure.
3.57A	<p>Policy: P.EV3 Built environment and high-quality places</p> <p><i>Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.</i></p> <p>Do you support policy P.EV3 Built environment and high-quality places?</p>
	Yes
3.57B	Please provide comments on policy P.EV3 Built environment and high-quality places in the box below.
	Integration of transport and placemaking is key to all new developments and as such North Ayrshire Council is supportive of this policy. Place Frameworks are being developed for towns in North Ayrshire which consider the built environment, public realm and transport integration.

RTS Policy Theme: Connecting Places

3.58A	How important is the policy theme ' Connecting Places ' to you or your organisation?
	Very important
3.58B	Do you wish to comment on the individual policies within ' Connecting Places ' theme? If you select 'no', please move to question 4.1
	Yes
3.59A	<p>Policy: P.CP1 International connectivity</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Connections to Glasgow Airport and Prestwick Airport;</i> • <i>Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan;</i> • <i>Connections to England – including Glasgow Central station, Motherwell station, West Coast Mainline, Glasgow and Southwestern line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail</i> • <i>Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth.</i> <p>Do you support policy P.CP1 International connectivity?</p>
	Yes
3.59B	Please provide comments on policy P.CP1 International connectivity in the box below.
	<p>North Ayrshire Council has identified that the regional road connection between North Ayrshire and the rest of the country uses a sub-standard strategic route (A737/B714) and as such are keen to improve this connection. This has been recognised by the UK Government as requiring Levelling Up funding but has been omitted from both the NTS and the RTS. The policy above mentions several key routes but has omitted a crucial part of the infrastructure in the region. We would therefore request that the policy includes the A737/B714 route as a regional priority to better connect North Ayrshire to Glasgow, the Central Belt and beyond.</p>

3.60A	<p>Policy: P.CP2 Inter-regional connectivity</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • 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 Galloway • Connectivity of Arran – Argyll and Bute <p>Do you support policy P.CP2 Inter-regional connectivity?</p>
	Yes
3.60B	Please provide comments on policy P.CP2 Inter-regional connectivity in the box below.
	<p>There is a need for regional connectivity between regions within the previous Strathclyde area and in particular the disparity in suitable trunk road connections between the three Ayrshire areas and the impact this can have on an area's economy. Both East Ayrshire and South Ayrshire are served by a dualled trunk road whereas North Ayrshire is served by a sub-standard single carriageway trunk road. Our understanding is that, with the exception of North Ayrshire Council, all other council areas in the previous Strathclyde area are served by at least a dualled trunk road.</p> <p>The above policy has included several tourist and economic areas but has excluded connectivity to North Ayrshire itself. This should be included within the policy. The policy also mentions the connectivity to Argyll and Bute but does not mention within the RTS the need to improve the sub-standard A841 Brodick to Lochranza route which is of regional importance by connecting two key ferry terminals and also required to facilitate improvements to bus provision such as low-floor buses.</p>
3.61A	<p>Policy: P.CP3 Intra-regional Connectivity</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • 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 <p>Do you support policy P.CP3 Intra-regional Connectivity?</p>

	Yes
3.61B	Please provide comments on policy P.CP3 Intra-regional Connectivity in the box below.
	As per comments in policy 3.60B this policy has excluded the key Brodick to Lochranza lifeline route of the A841.
3.62A	<p>Policy: P.CP4 Town Centre connectivity and 20-minute neighbourhoods</p> <p><i>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.</i></p> <p>Do you support policy P.CP4 Town Centre connectivity and 20-minute neighbourhoods?</p>
	Yes
3.62B	Please provide comments on policy P.CP4 Town Centre connectivity and 20-minute neighbourhoods in the box below.
	North Ayrshire Council is supportive of the policy and 20-minute neighbourhoods. We are currently developing Place Frameworks for some of our communities which are seeking to start this process by identifying local priorities for the short, medium and long term. Over the past number of years there has been a desire to centralise services. For 20-minute neighbourhoods to become a reality, there will require to be a commitment from funding partners and the Scottish Government to assist in enabling this to come to fruition. Connectivity between towns is crucial in enabling people to choose sustainable travel options.
3.63A	<p>Policy: P.CP5 Island, Rural and Remote Area Connectivity</p> <p><i>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.</i></p> <p>Do you support policy P.CP5 Island, Rural and Remote Area Connectivity?</p>
	Yes
3.63B	Please provide comments on policy P.CP5 Island, Rural and Remote Area Connectivity in the box below.
	Please refer to our response to 3.27B. North Ayrshire Council are supportive of this policy and would expect a similar commitment from stakeholders. Our Island Connectivity study aims to improve connectivity between transport modes on our islands however its implementation will require funding and support from partner organisations including SPT. Connections to ferry terminals also require to be considered as part of this policy to support sustainable travel to and from our islands and reduce the impact of RET.

	It is important to remember that rural connectivity issues are not limited to the islands. We have many rural areas within North Ayrshire that are suffering from reducing public transport provision and we are supportive of policies that seek to better connect these communities.
3.64A	<p>Policy: P.CP6 Regional Hospitals and Tertiary Education</p> <p><i>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.</i></p> <p>Do you support policy P.CP6 Regional Hospitals and Tertiary Education?</p>
	Yes
3.64B	Please provide comments on policy P.CP6 Regional Hospitals and Tertiary Education in the box below.
	<p>The ongoing issues experienced in North Ayrshire in relation to the reliability and resilience of the ferry network has a considerable effect in relation to our island populations being able to access medical facilities in particular.</p> <p>Our health and social care services also rely on the service to transport staff. The Patient Transfer Service runs twice daily, specimens are taken to Crosshouse Hospital daily and there also regular deliveries of vaccines, medications and other equipment. Significant ferry disruption causes humanitarian and welfare concerns and stress for the people receiving this support and for the staff providing these services.</p> <p>The reduction in rural bus services also presents significant issues for people accessing such key services. We are therefore supportive of this policy but would suggest that wider connectivity is considered to settlements accessing these services and not just in the immediate vicinity of the facilities.</p>
3.65A	<p>Policy: P.CP7 Housing Development</p> <p><i>Facilitate and support increased and enhanced active travel and public transport connectivity of major residential development and growth areas in the region.</i></p> <p>Do you support policy P.CP7 Housing Development?</p>
	Yes
3.65B	Please provide comments on policy P.CP7 Housing Development in the box below.
	North Ayrshire is supportive of this policy. We work closely with developers to ensure that new housing has suitable transport infrastructure. We are also currently updating our Street Development Guide which will clearly set out our expectations in relation to transport provision for new developments.

3. Delivering the strategy: 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.

4.1	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? Please provide comments in the box below.
	<p>In general, North Ayrshire is content with the existing governance arrangements for transport with policies and strategies flowing from national government, Regional Transport Authorities and Local Authorities. Two key areas of concern are the funding of active travel improvements and the provision of bus services.</p> <p>Regarding active travel funding, we do not feel that the existing competitive funding model managed by Sustrans provides the best arrangement. Being a largely rural authority with lower population densities we are at a disadvantage when it comes to securing funding as not all schemes are classed as being strategic enough. We would welcome further discussion in relation to alternative funding models, perhaps with consideration being given to allocating more funds either regionally or locally.</p> <p>Regarding the new provisions included within the Transport (Scotland) Act 2019, the existing arrangements for the provision of bus services is not working in many areas, particularly in North Ayrshire. Currently these services are run on a commercial basis by private operators and, as such, the Council has limited scope in influencing their delivery. The Regional Transport Partnership, Strathclyde Partnership for Transport (SPT), supports socially necessary bus services where there is no provision, by commercial bus operators. Funds however are limited and therefore we appreciate the need to carefully consider the number of passengers who are likely to use a service, the cost per passenger carried and whether there are other public transport options available before deciding whether they can subsidise a service.</p> <p>The Inclusive Growth Diagnostic identified transport as a barrier to inclusive growth at a local level. The provision of high-quality opportunities for public transport for everyday journeys is vital to local communities and delivering inclusive growth and Community Wealth Building.</p> <p>North Ayrshire is keen to explore other operating models to ensure that our communities are well connected and not disadvantaged due to a lack of sufficient public transport. North Ayrshire Council launched Scotland first Community Wealth Building strategy in 2020. One of the 5 pillars within the strategy is plural ownership of the economy which advocates for more diverse range of business models with greater local/community ownership invested in the local economy. Business models advocated include cooperative, social enterprise, employee owned and municipalisation. These models have proved to be more resilient to economic shocks and consideration of further support to encourage these models would be welcomed. We have also declared a Climate Emergency and do not wish to see a rise in private car ownership and vehicle kilometres due to the public transport network not meeting the needs of our communities.</p>

	<p>Some initial discussions have taken place between the three Ayrshire authorities and SPT to discuss options for establishing a Bus Services Improvement Partnership. We are keen for these discussions to progress and for alternative operating models to be explored as appropriate.</p>
4.2	<p>What changes, if any, would you like to see made? Please provide comments in the box below.</p>
	<p>Please see answer above.</p>

4. Delivering the strategy: resources

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.

5.1	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? Please provide comments in the box below.
	<p>Substantial government funding is put into rail, but a similar amount is not provided to help with the current difficulties in the bus service industry. The government has allowed local authorities to consider bus services. It is likely the routes that require a local authority service would not be commercially viable otherwise a commercial service would be operating. The Scottish Government has provided no indication of how these could be funded.</p> <p>The majority of active travel infrastructure improvements is currently funded via Sustrans programmes. We believe that funding would be better allocated either regionally or locally to ensure that all projects, regardless of size, have an opportunity to progress. The existing competitive nature of the funding programme results in many projects being funded through design stages, but then not deemed strategic enough to secure construction funds. Delays in securing construction funds can often lead to abortive costs as design works need to be revisited and environmental surveys redone.</p> <p>Whilst we are grateful for the increased active travel funding coming from Scottish Government, we firmly believe that a similar increase in associated revenue funding is also required. Building new active travel infrastructure is a key priority for us, but it comes with a substantial increased maintenance burden on the Council.</p> <p>Multi-year resource funding is also required for the Council to recruit officers to deliver on these active travel commitments. The current single year funding model for both CWSR and Smarter Choices Smarter Places limits our ability to offer more than one year contracts which limits our ability to attract and retain good staff and to support delivery.</p>
5.2	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? Please provide comments in the box below.
	<p>North Ayrshire Council does not currently intend to consider road price, congestion charging or workplace parking levys. We are however in the process of introducing car parking charges to enable the Council to better manage our assets to ensure good turnover of spaces rather than to fund transport improvements.</p> <p>With regard to public transport fares, we would welcome further discussion on this. To create a modal shift away from the private car, public transport fares need to be set at an affordable level. In a post-covid world confidence in public transport has been reduced and patronage is low. We therefore need to ensure that fares are set at a level whereby public transport offers a viable and attractive alternative. We also have substantial areas of deprivation within North Ayrshire and transport fares should not be a barrier to people from accessing employment or education opportunities.</p>

5. Monitoring and evaluation framework

It is important to monitor and report on progress of the RTS on an on-going and regular basis to understand what is working well and what areas may need additional focus. A proposed monitoring and evaluation framework is set out in chapter 9. The framework includes monitoring indicators, which will be reported annually. The framework also includes a proposal to regularly evaluate progress towards the RTS Targets and RTS Priorities and a commitment to improve equality data and monitoring.

6.1	Are there any other monitoring indicators that should be included in the Monitoring and Evaluation Framework? If No or Not sure, please skip to 6.3.
	No comments
6.2	Please describe these indicators including data sources.
	No comments
6.3	Please provide any other comments on the Monitoring and Evaluation Framework in the box below.
	No comments

6. Equality Duties

7.1	Please provide any comments on the Equalities Duties Report in the box below.
	No comments
7.2	Please provide any comments on the Public Sector Equality Duty report in the box below.
	No comments
7.3	Please provide any comments on the Island Communities Impact Assessment Report in the box below.
	No comments
7.4	Please provide any comments on the Scotland Duty Assessment Report in the box below.
	No comments
7.5	Please provide any comments on the Child Rights and Wellbeing Duties Assessment Report in the box below.
	No comments

7. Strategic Environmental Assessment

8.1	Please provide any comments on the Strategic Environmental Assessment report in the box below.
	No comments

1 November 2022**Cabinet**

Title:	Millport Coastal Flood Protection Scheme: Update
Purpose:	To update Cabinet on the latest position in respect of the award of contract for the construction of the Millport Coastal Flood Protection Scheme.
Recommendation:	<p>It is proposed that Cabinet:</p> <ul style="list-style-type: none">i. notes the tender position for the Millport Coastal Flood Protection Scheme.ii. notes the importance of the scheme.iii. notes the position in respect of the volatility in construction costs resulting in tender returns significantly exceeding the budget.iv. Approves the use of flexibility funding already included in the Capital Programme to fund the additional contribution to the Scheme from North Ayrshire Council of approximately £4m and Cabinet to note the additional Scottish Government funding of approximately £17m.

1. Executive Summary

- 1.1 The requirement for a coastal flood protection scheme for Millport was included within the Ayrshire Local Flood Risk Management Strategy and Plan produced in 2015 and 2016 respectively. Since then, significant work has been undertaken and the design for the proposed scheme has been completed.
- 1.2 Over 600 properties have been identified at risk of flooding and potential flood damages are estimated to be more than £77m. In extreme events there is also a danger of risk to life.
- 1.3 The preferred design solution is the provision of offshore breakwaters connecting the small islands in Millport Bay, plus onshore flood walls along the Millport shoreline. The proposed scheme will not only provide the required flood protection, but it will also create an area of sheltered water which could allow the future development of a marina supporting the potential for step ashore facilities under the auspices of the Ayrshire Growth Deal.
- 1.4 An extensive consultation process has been conducted with the local community. On 10 November 2020 Cabinet agreed confirmation of the scheme.

- 1.5 Following confirmation of the scheme the design for the project was finalised and a tender exercise was conducted in the early part of 2022. Regular ongoing consultation with the local community has continued throughout the development of the scheme and has played a significant part in shaping the final design.

2. Background

- 2.1 Funding for agreed flood protection schemes is funded 80% by the Scottish Government and 20% by North Ayrshire Council.
- 2.2 A pre-qualification process for tenders was undertaken in 2021 which resulted in a tender list of 5 contractors. Tenders were issued in April 2022 to all five tenderers, but two contractors declined to tender at that point due to other commitments.
- 2.3 3 tenders were returned at the end of June 2022 and a tender evaluation process began and is still being concluded.
- 2.4 However, during the tender evaluation process, it became clear that the existing budget of £27.053m was not adequate to permit a contract for the construction to be awarded and tender prices significantly exceeded the budget.
- 2.5 The Covid crisis created material shortages and uncertainty which caused high inflation in the construction industry. In addition, the invasion of Ukraine has created further uncertainty and supply issues which has driven prices even higher. Many projects with historical cost estimates are now discovering that the allocated budgets are inadequate.
- 2.6 A substantial shortfall has been identified, which is in the region of £21m. However, that figure may vary slightly due to the allocation of risk between the Client (NAC) and the contractor. The degree of risk that is assumed by the Client will determine the contingency that is required to be included in the budget.
- 2.7 It is vital that the contingency is determined at this stage because the Scottish Government settle its contribution to the Scheme at tender award and any Scheme costs arising after tender award are required to be met in full by North Ayrshire Council.
- 2.8 As part of the 2022/23 Budget process, to help address the financial risk to the Council from the cost volatility in the construction sector, the sum of £10m additional flexibility was approved in the capital programme. It is therefore recommended that the additional costs of approximately £4m required from North Ayrshire Council for the Scheme will be met from this provision. This equates to 20% of the additional funding required.
- 2.9 The Scottish Government have formally indicated their support for the Scheme and have confirmed they will commit additional funds of approximately £17m, which is 80% of the extra funding required.
- 2.10 It had been planned that work would start in October 2022, but this will no longer be possible. Based on an award of contract in November 2022, work is expected to begin on site in February and continue until summer 2024. The offshore breakwaters will be constructed in Autumn and Winter 2023.

- 2.11 The sheltered water created by the scheme will allow the construction of a marina, which is an Ayrshire Growth Deal project. The marina proposals are currently being developed and the intention is that the marina construction will follow on shortly after the completion of the flood protection scheme.
- 2.12 Following a contract award, an update will be provided to the community regarding the timing of the works. The community will also be given the opportunity to communicate with the contractor about how the works will be carried out and the impact the works will have on the community.

3. Proposals

- 3.1 That Cabinet notes the tender position for the Millport Coastal Flood Protection Scheme.
- 3.2 That Cabinet notes the importance of the scheme.
- 3.3 That Cabinet notes the position in respect of the volatility in construction costs resulting in tender returns significantly exceeding the budget.
- 3.4 That Cabinet approves the use of flexibility funding already included in the Capital Programme to fund the additional contribution to the Scheme from North Ayrshire Council of approximately £4m and Cabinet to note the additional Scottish Government funding of approximately £17m.

4. Implications/Socio-economic Duty

Financial

- 4.1 It is anticipated that the total additional costs will be in the region of £21m. The Scottish Government has formally confirmed that they will continue to support the Scheme and will provide the additional funding based on their 80% contribution which will be in the region of £17m. The balance of £4m additional funding (20%) requires to be met from North Ayrshire Council and this has been identified from existing capital resources set aside in the form of £10m additional flexibility included in the 22/23 Budget process.

Human Resources

- 4.2 Human resource implications to deliver the scheme have been identified and the cost will be met from the available budget.

Legal

- 4.3 The Scheme has been developed in accordance with the Flood Risk Management (Scotland) Act 2009. Scottish Ministers have directed that planning permission for the development has been deemed to be granted.

Equality/Socio-economic

- 4.4 An Equality Impact Assessment has been carried out during the development of the Scheme.

Climate Change and Carbon

- 4.5 Flood risk management forms part of the Council's Environmental Sustainability and Climate Change Strategy by supporting the sustainability of our communities.

Key Priorities

- 4.6 Flood mitigation and protection of our communities addresses the Council Plan key priorities of 'protecting and enhancing the environment for future generations' and providing 'sustainable and effective infrastructure'.

Community Wealth Building

- 4.7 A package of community wealth building measures has been incorporated into the tender and Community Wealth Building measures will be developed and implemented once a contract has been awarded.

5. Consultation

- 5.1 An extensive consultation process has been carried out and is ongoing. All statutory consultation requirements have also been met.
- 5.2 The Council's Head of Finance and the Scottish Government have been consulted on, and have agreed, the allocation of the required additional funding.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact Thomas Reaney, Head of Service (Commercial) on 01294 324290.

Background Papers 0

NORTH AYRSHIRE COUNCIL

1 November 2022

Cabinet

Title:	Strategic Housing Investment Plan 2023 – 2028
Purpose:	To seek Cabinet approval of the Strategic Housing Investment Plan 2023 – 2028
Recommendation:	That Cabinet (i) approves the Strategic Housing Investment Plan 2023-2028 at Appendix 1 for submission to Scottish Government and (ii) gives delegated authority to the Executive Director (Place) and the Cabinet Member for Place to liaise directly with the Scottish Government in agreeing the North Ayrshire development programme and the rescheduling of projects as required.

1. Executive Summary

- 1.1 The Strategic Housing Investment Plan (SHIP) 2023 – 2028 sets out the priorities and locations for affordable housing investment by the Council and Registered Social Landlords in North Ayrshire over the next five years. The SHIP is based on projected Scottish Government grant funding provision for the Council and our partner Registered Social Landlords of £120.855m during the period 2023 – 2028 and represents Council investment of £84.773m.
- 1.2 It is proposed that delegated authority is assigned to the Executive Director (Place), in consultation with the Cabinet Member for Place, to liaise with the Scottish Government and agree the rescheduling of projects detailed in the SHIP, as required. Any additional projects that are not contained within the approved SHIP will require further Cabinet approval.
- 1.3 From a Council perspective, the SHIP reflects the previous commitment to construct 1,625 new build homes, including provision for 275 new homes to replace the Fullarton tower blocks, which are scheduled for demolition following re-housing of all tenants and 250 new units to support the Council's Estate Based Regeneration Programme.
- 1.4 The Council and its RSL partners have been monitoring the impact of both COVID-19 and ongoing global economic factors impacting supply chains, labour availability and materials costs affecting the construction industry, on the SHIP. It is clear that both issues have contributed to time and financial impacts, due to labour and material shortages and an increase in material costs. The SHIP includes the latest available estimates of the time and financial impacts of COVID-19 on the development programme.
- 1.5 The SHIP 2023 - 2028 will secure investment in a total of 1,652 properties across the six North Ayrshire social landlords currently active in housebuilding and will provide

sustainable, affordable, accessible, and high-quality homes which will contribute to the wider regeneration aims for the area. This will in turn secure employment and training opportunities for North Ayrshire businesses and residents and support the Council's Community Wealth Building Strategy. Members are invited to approve the SHIP at Appendix 1 for submission to the Scottish Government, as the Council's investment plan for new affordable housing in the area over the next five years.

2. Background

- 2.1 The Strategic Housing Investment Plan (SHIP) 2023 – 2028 sets out the priorities for affordable housing investment in North Ayrshire over the next five years to support the outcomes in the Local Housing Strategy. The Plan is prepared in accordance with Scottish Government guidance and includes details of individual development projects to be taken forward over its five-year lifespan (see Appendix 1).
- 2.2 The plan supports the Council's historic commitment to develop 1,100 new build Council homes. In June 2018, the demolition of the Fullarton tower blocks in Irvine was approved. The SHIP makes provision for the replacement of all 275 of these homes within the Irvine locality.
- 2.3 In January 2019, the Estate Based Regeneration Programme was approved. To assist the delivery of this programme, the SHIP includes provision for 200 units as an indicative replacement for any selective demolition of particularly low demand stock.
- 2.4 Programme revisions to date include the addition of a further 50 new units towards the Estate Based Regeneration Programme, bringing the total to 250. These projects take the total investment in Council developments to £165.361m during the period 2023 - 2028 and represents Council investment of £84.773m.
- 2.5 The Scottish Government has committed to providing North Ayrshire Council with grant funding for the Council and our RSL partners of £63.005m from April 2022 to March 2026. The funding levels beyond March 2026 are not currently known and have therefore been estimated for planning purposes, based on trend assumptions. The Scottish Government benchmark grant rates are subject to annual inflation in line with the Scottish Social Housing Tender Price Index. For new build Council developments funding levels have been estimated for projects not yet at tender stage at benchmark rates plus annual inflation which was 8.3% for 2021/22 and has been assumed at 8.6% for 2022/23 and 3.7% for 2023/24. The Council will seek grant funding above these levels in accordance with Scottish Government guidance on a site-by-site basis, as required. The RSL funding rates have been included as requested by each developing organisation and will be subject to Scottish Government authorisation.
- 2.6 The SHIP is based on total projected Scottish Government grant funding provision of £120.855m for the Council and our RSL partners during the period 2023 - 2028. In accordance with Scottish Government guidance, the Council has over committed the funding within the SHIP by approximately 25% to ensure that the allocation is spent, and to provide the opportunity for North Ayrshire to absorb slippage from other local authority areas. For this reason, a significant portion of the funding is allocated during the second and third years of the SHIP.
- 2.7 The Council and its RSL partners have been monitoring the impact of both COVID-19 and ongoing global economic factors impacting the SHIP. It is clear both have contributed to time and financial impacts, due to labour and material shortages and an increase in material costs. The SHIP includes the latest available estimates of the time

and financial impacts on the development programme.

- 2.8 An additional £32.762m is required to support the Council's developments set out within the SHIP to offset rising rates of inflation and ensure that the costs associated with the introduction of new legislation which requires the installation of Zero Direct Emissions heating systems and Electrical Vehicle Charging Points can be met. The Council is also enhancing the building fabric for all new homes to reduce the need for heating. This additional expenditure alongside estimated additional grant of £13.933m, will be considered within the review of the HRA Business Plan to be presented to Council in February 2023 as part of the 2023-24 HRA Budget and rent setting.
- 2.9 For any projects noted within the SHIP, Cabinet is asked to delegate authority to the Executive Director (Place), in consultation with the Cabinet Member for Place, to liaise with the Scottish Government and agree the rescheduling of projects as required. This is of particular importance where deliverability is delayed or acceleration is possible due to emerging challenges or opportunities that require to be addressed. Any additional projects that are not contained within the SHIP will require Cabinet approval.

Strategic Priorities

- 2.10 The SHIP is based on a series of guiding principles for housing provision, taken from the Local Housing Strategy.
- 2.11 In order to prepare the SHIP, the Council invited site nominations from its partners. No new sites were nominated for the SHIP 2023 however three RSL partners introduced buy back programmes. If any project becomes delayed or non-viable, the Council will work with RSL partners and the Scottish Government to ensure that new homes are delivered, and the available grant funding spent, by accelerating other projects.
- 2.12 In terms of ongoing governance, senior officers monitor the progress of the new build programme monthly through the SHIP Project Board.

Demand

- 2.13 Demand figures have been obtained from the North Ayrshire Housing Register (NAHR). House size and type priorities have also been informed by the NAHR. The Housing Need and Demand Assessment (HNDA) sets the housing estimate for the period 2022-2027 as 2,330 new units, either in the social rented sector, or, in the case of strong economic recovery, split across all tenures. Housing supply targets will be set out in the emerging Local Housing Strategy.
- 2.14 Figure 1 plots SHIP completions against net gain from 2022 to 2028. The 'net gain' columns indicate the additional homes available per locality following completion of the developments, minus the strategic demolitions set out in the SHIP.

Figure 1: SHIP Actual & Projected Completions 2022-2028 & Net Gain 2022-2028



2.15 The Council allocates funding to each developing organisation from the Scottish Government Resource Planning Assumption (RPA). Figures 2 and 3 show the proportion of stock held by each developing organisation, and the share of funding per developing organisation.

Figure 2: Proportion of stock held in North Ayrshire per developing organisation (%)

Developer	North Ayrshire Stock
NAC	13,135
CHA	2,329
Riverside (IHA)	1,710
Cairn (ANCHO)	657
Trust	287
Link	0
Total	18,118

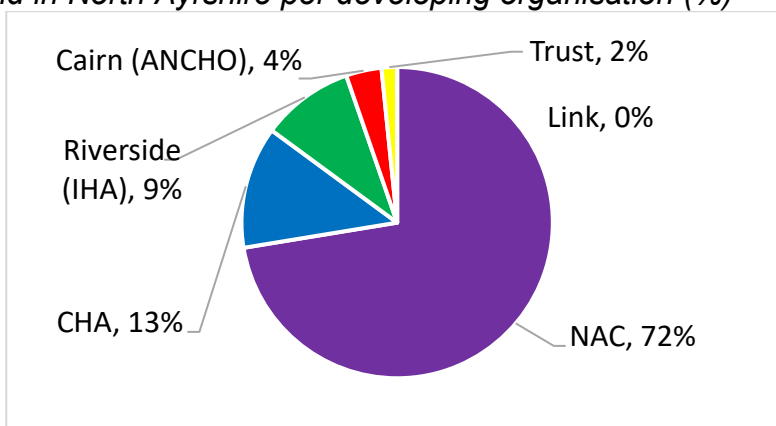
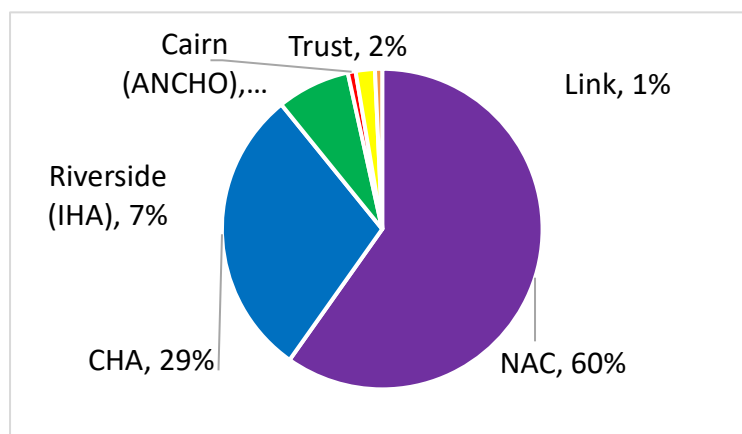


Figure 3: Proportion of funding per developing organisation (%)

Developer	Completions in SHIP 2023 - 2028
NAC	988
CHA	485
Riverside (IHA)	122
Cairn (ANCHO)	13
Trust	32
Link	12
Total	1652



2.16 An indicative size mix (Table 1) for new developments across North Ayrshire has been prepared based on North Ayrshire Housing Register (NAHR) intelligence to meet existing and future housing need.

Table 1: Indicative mix by bedroom size

No of Beds	Three Towns	Arran	Garnock Valley	Irvine / Kilwinning	North Coast	North Ayrshire
1	14%	14%	10%	15%	14%	14%
2	60%	54%	56%	56%	63%	57%
3	15%	20%	20%	15%	15%	16%
4+	11%	12%	14%	14%	8%	13%

Specialist Accommodation

- 2.17 Analysis of the NAHR, and projected future demographic trends signifying an ageing population, indicate that at least 25% of all new build homes should be designed for older people (i.e., amenity housing or sheltered housing).
- 2.18 Following a review of North Ayrshire's Housing Allocation Policy in 2019, the age restriction for the allocation of amenity housing was removed. This allowed allocation of amenity homes to younger people with an accessible housing requirement, promoting independent living. Currently, 79% of applicants for amenity housing are aged over 51. The Council will continue to monitor the availability of housing for older people to ensure that their needs can be addressed through the affordable housing supply programme.
- 2.19 In order to promote independent living, the Flatt Road development site in Largs was used as an exemplar for assistive technology. Features can be included within the sheltered housing complex and supported accommodation where required to support tenants' individual needs.
- 2.20 The Council's Housing Service and Health and Social Care Partnership (HSCP) worked together over the last five years to consider a model for Extra Care Sheltered Housing. The vision was to create safe, affordable homes for tenants who require additional support with extra services to promote independent living, such as assistance with meals or welfare checks, to be available for tenants for an additional fee. Following development of the outline model, demand analysis was undertaken by the HSCP in 2021 alongside engagement with other areas in Scotland where similar housing models operate. At that time, it was determined that there was not sufficient demand to integrate the model into a new sheltered housing complex and there are challenges in sustainable funding to operationalise the model. The Council has, however, incorporated flexibility into some new build sheltered housing complexes to allow this model to be reconsidered in future, with minimal investment should the HSCP choose to develop this further.
- 2.21 To ensure need is met now and in the future, the Local Housing Strategy 2018 – 2022 set a target for all tenures, with at least 7% of all new build stock being fully wheelchair accessible. This will be reviewed in the next LHS (due for renewal in early 2023) and the future Local Development Plan following Scottish Government guidance for local authorities on the setting of targets to support the delivery of more wheelchair accessible housing.
- 2.22 The SHIP will support the Health and Social Care Partnership to meet specialist housing need through dedicated projects using the jointly developed supported accommodation model, and as part of a wider site mix on other developments, a further emerging area being explored is how the SHIP can support those with more complex care needs. The latest SHIP includes provision for 25 supported accommodation housing units at two

different locations.

Child Poverty and Improving Health and Wellbeing

- 2.23 North Ayrshire's Local Child Poverty Action Plan and Report 2020/21 recognises that the instance of child poverty within North Ayrshire is one of the highest in Scotland and acknowledges the role that access to good quality and affordable housing has in combating inequality. All new build Council family homes have study space and private gardens.
- 2.24 The Council is also considering ways in which young people can access construction related learning and training opportunities. The North Ayrshire Local Employability Partnership Delivery Plan 2022 – 2026 sets out the intentions to help people of all ages to gain skills for employment. It will prepare people for employment, training, education and/or volunteering, with the aim of increasing qualification levels and job prospects as well as reducing unemployment. Officers from Housing and PMI will work alongside Education colleagues to determine how our housebuilding programme can support the Council's ambitions to encourage more young people into training and employment.

Island Development

- 2.25 On Arran, the Council's development of 34 units at Brathwic Terrace, Brodick completed during June 2022. In addition, Trust Housing Association is currently in discussions with a local landowner to develop 26 new homes in Brodick. These developments, alongside work with communities on the island, are anticipated to support investment to encourage economic growth. Similarly, 18 new homes have recently been completed on Cumbrae through the SHIP as part of a second phase of the successful St Beya Gardens site. It is hoped that these developments will help to address local housing need, support key employment and enable people to remain on the islands. Work is ongoing to determine housing need on Arran at a town / village level, through analysis of the North Ayrshire Housing Register and further contact with applicants. Consideration is also being given to commissioning independent research with a particular focus on housing's role in supporting the local economy. The outcome of this work will be reported to Cabinet in due course, alongside any proposed action.

Buy Backs

- 2.26 Bringing empty homes back into use supports regeneration; it is a strategic priority within the current LHS and will continue to be a priority in the future. It also supports the Council's Regeneration Delivery Plan. In recognition of this, a target has been set to purchase at least five second hand or empty properties during each financial year of the new SHIP, subject to the availability of Scottish Government Grant.

Sustainability & Safety

- 2.27 Council officers are seeking to maximise the incorporation of energy efficiency measures and renewable technologies within the new build programme. The developments within the SHIP will benefit from a range of sustainable measures, for example solar photovoltaic panels, small scale district heating schemes, and passive design measures to minimise space heating demand. The exact package of measures will be determined through assessment of opportunities on a site-by-site basis.
- 2.28 Following a revision to national Building Standards, all new build social housing properties with planning applications submitted on or after 1 March 2021 require to be

fitted with fire suppression systems. In advance of this legislation, and in recognition of the safety benefits of fire suppression systems, the Council has installed fire suppression systems in all new build housing proposals which reached technical design stage after October 2019.

Regeneration

- 2.29 The provision of affordable, modern and well-designed homes that meets residents' needs is one of nine strategic priorities within the Council Plan 2019 - 2024.
- 2.30 The Council, along with its strategic partners, continues to explore the site and area specific opportunities to secure maximum regeneration benefits, supporting the ambitions of the Council's Regeneration Delivery Plan to drive forward development on strategic regeneration sites, including town centres. Our town centres continue to be of strategic importance as the economic and social focus points of North Ayrshire. The Council has acquired the former King's Arms public house in Irvine Town Centre and will redevelop the site into six amenity flats to address local housing need and encourage town centre living. Other town centre projects include: the redevelopment of the former Largs Police Station and adjacent former St Colm's Place Sheltered Housing Complex; the development of the former Springvale depot in Saltcoats; the redevelopment of former sheltered housing complexes at Afton Court and Caley Court in Stevenston; and the redevelopment of the Irvine High Flats. Regeneration Project 1d in Ardrossan and the unallocated regeneration blocks will also be utilised to further support North Ayrshire regeneration.
- 2.31 The SHIP also includes the provision of funding for 250 units to assist the delivery and funding of Housing's Estate Based Regeneration Programme. Most of this investment is anticipated to be replacement for any selective demolition of stock. The regeneration units included within the SHIP will allow Housing Services to continue the implementation of the Estate Based Regeneration Programme, as well as support a review of our assets in relation to our EESSH2 and zero emissions targets to consider further redevelopment opportunities.

Community Wealth Building

- 2.32 Effective use of community benefit clauses in development contracts, and partnership work with colleagues in Economic Development to support local construction and supply chain companies to bid for this work, can secure many of these jobs for our local people and support the Council's Community Wealth Building Strategy. The Council has undertaken a review of our Dickson Drive, Irvine house building pilot and will utilise this to inform a second project with Building Services to construct a number of new homes at Ayrshire Central, Irvine.
- 2.33 The Council is also currently developing a pilot model for employability by offering training and employment opportunities obtained through community benefits from Housing Services maintenance and investment contracts to our Housing First tenants, supporting some of our most complex support cases to sustain housing and employment. The delivery of the SHIP, alongside investment in land and asset maintenance, plays a key role in community wealth building.

Affordability

- 2.34 The Council is committed to ensuring rent levels are affordable. Many tenants in social housing are partly or fully dependent on benefits and are under increasing pressure from

the impacts of Welfare Reform and rising living costs. The Scottish Housing Regulator has intimated that social landlords will be expected to keep rent increases to a minimum. To ensure homes are affordable, the Council and all RSL partners will be expected to set rent levels on new build homes at or below the Local Housing Allowance. North Ayrshire Council has an approved rent structure based on house size and type, with no additional charge for new build properties. Current rent levels are set below the Local Housing Allowance.

Key Achievements from 2021/22

- 2.35 During 2021/22, the Council's largest development to date at Flatt Road, Largs reached completion providing 123 units including a new sheltered housing complex, supported accommodation, amenity bungalows, general needs properties and homes suitable for wheelchair users. The site is serviced by a district heating scheme which provides heating and hot water to all residents. The redevelopment of Dalrymple Place, Irvine also completed providing 33 new sheltered and amenity homes. A further 18 units were completed at the St Beya Gardens, Millport development; 14 new homes were delivered at Springvale, Saltcoats; 50 units were created at Towerlands, Irvine; and the 34 new homes at Brathwic Terrace, Arran were all allocated by June 2022.
- 2.36 During September 2022 works concluded at the 79-unit St. Michael's Wynd, Kilwinning site which delivered supported accommodation, sheltered housing, general needs properties and accessible housing. The 29 new homes at the St. Colm's Place sheltered housing complex also reached completion during September 2022. The 16 units of supported accommodation at Caley Court, Stevenston are expected to complete during autumn / winter 2022. Work continues to develop 71 new homes at Irvine Harbourside which are expected to complete during early 2023.
- 2.37 The contractor has commenced work on site to deliver 12 new amenity flats at the former Largs Police Station. The completion date for this site has slipped by eight months due to analysis being undertaken to determine the most cost-effective heating option for future tenants. At Afton Court, Stevenston works are anticipated to commence on site during late 2022 to deliver six new amenity bungalows. Now that a contractor has been appointed, the timeline has been confirmed and this scheme will complete around six months later than previously anticipated.
- 2.38 Cunninghame Housing Association completed 76 units at Sharphill Phase 4 in Saltcoats and allocated their two new wheelchair accessible homes at Glebe Place. Work continues to develop 72 units at West Byrehill, Kilwinning and 24 units at Green Street, Saltcoats. Riverside Scotland continue works on site for 77 units at Tarryholme Phase 2, Irvine which is expected to complete in early 2023.
- 2.39 North Ayrshire's Resource Planning Assumption for the Council and our RSL partners during 2021/22 was £18.205m. During the year, a total of £20.641m was claimed, through obtaining slippage funding of £2.436m from other local authority areas. North Ayrshire Council and our RSL partners have been able to claim an additional £19.165m towards affordable housing in the area from slippage in other local authority areas in the six years from April 2016 to March 2022.
- 2.40 As a result of past success in accelerating projects and claiming additional funding year upon year to date, and also due to the slippage in some of the projects noted below, it is unlikely that North Ayrshire will be able to claim our full Resource Planning Assumption for the 2022/23 financial year. Discussions are ongoing with the Scottish Government to ensure that grant funding is maximised wherever possible.

Removal of Projects from the SHIP 2023 - 2028

- 2.41 Cunninghame Housing Association's Confidential sites 9 and 11 have been removed from the SHIP as they have been assessed as unviable. A block of 92 units named 'Unallocated CHA Block' has been added into the SHIP to provide CHA with capacity for future development while the association identifies suitable sites.
- 2.42 The Council's 'Unallocated Regeneration Block 2' is no longer required as the units have now been allocated to specific projects within the SHIP where additional capacity was identified.

Amendments to the SHIP

- 2.43 The following amendments have been made in this update of the SHIP:

- Following value engineering design work, the James Reid, Saltcoats site can accommodate 47 units (increased from 44 units), the Stanecastle, Irvine site can accommodate 31 units (increased from 28 units) and the James McFarlane, Ardrossan site can accommodate 19 units (increased from 18 units).
- The Ayrshire Central, Irvine site has been increased to 202 units from 171 units.
- Redevelopment Projects 10, 11b and 14 located in Irvine have now been named as Montgomerie Park, Irvine and can accommodate 189 units, increased from 168 units.
- The Laburnum Avenue, Beith site can accommodate seven units, increased from six.
- The Fullarton Street, Irvine site can accommodate 62 units, increased from the 54 units previously anticipated. The estimated project start and completion dates for this site have been adjusted by a year now that the timeline for the demolition of the high flats has been established.
- Glebe Place, Saltcoats has been reprofiled from 2024/25 to 2026/27 to enable the Council in assisting the Scottish Government to meet accommodation needs for Ukrainian Displaced People.
- Unallocated Regeneration Block 1 has been reduced from 49 units to 30 units; the other 19 units have been allocated to projects in the SHIP.
- Cairn Housing Association's Confidential Site 1 has reduced from 20 units to 9 units following site viability assessments.
- Cunninghame Housing Association's (CHA) Confidential Site 8 has been named as Garven Road, Stevenston and can accommodate 20 units, increased from 19.
- CHA's site at Harbour Road, Irvine has been reduced to 27 units from 29 units.
- Cunninghame Housing Association's phase 5 site at Sharphill, Saltcoats has been increased to 100 units from 82 units.
- Riverside are unable to deliver their development at 111 Bank Street, Irvine. Cunninghame Housing Association are currently reviewing site viability and this site has therefore remained within the SHIP.
- Trust Housing Associations Confidential Site 4 can now accommodate 26 units, increased from 20 units.

- 2.44 A number of North Ayrshire Council project timelines have experienced slippage due to the requirement for redesign and value engineering to offset increasing costs and whilst studies were undertaken to ensure that the introduction of Zero Direct Emissions heating and hot water systems provided value for money for tenants.

- 2.45 Some SHIP sites have been anonymised for reasons of commercial sensitivity, or as they require further work to ensure that they comply with the Council's Planning or Roads policies.

New Council Projects 2023 - 2028

- 2.46 The Council has included a three unit refurbishment of a property on Nelson Street in Largs and a further two unit refurbishment project in Irvine, a viability assessment is currently underway for this scheme and it has therefore been marked as confidential until this is complete.

New RSL Projects 2023 - 2028

- 2.47 Cunninghame Housing Association, Riverside Scotland and Trust Housing Association have included buy back programmes within the new SHIP.

SHIP Impact on North Ayrshire School Capacity

- 2.48 Officers from Housing, Planning and Education will continue to monitor emerging development to ensure any impact upon school capacity can be addressed or mitigated.

3. Proposals

- 3.1 It is proposed that Cabinet (i) approve the North Ayrshire Strategic Housing Investment Plan 2023-2028 for submission to the Scottish Government; and (ii) gives delegated authority to the Executive Director (Place) and the Cabinet Member for Place to liaise directly with the Scottish Government in agreeing the North Ayrshire development programme and the rescheduling of projects as required.

4. Implications/Socio-economic Duty

Financial

- 4.1 The financial implications arising from the projects included within the SHIP 2023 - 2028 have been assessed by each of the developing organisations, ensuring that the programme is fully deliverable within the timescales set out. The current HRA Business Plan includes a budget of £165.361m to deliver the North Ayrshire Council development projects set out within the SHIP, inclusive of Scottish Government funding. It is estimated that an additional £32.762m is required to support the Council's developments set out within the SHIP 2023-2028 to offset rising rates of inflation and ensure that the costs associated with the introduction of new legislation which requires the installation of Zero Direct Emissions heating systems and Electrical Vehicle Charging Points can be met. The Council is also enhancing the building fabric for all new homes to reduce the need for heating. This additional expenditure alongside estimated additional grant of £13.944m, will be considered within the current review of the HRA Business Plan prior to it being presented to Council in February 2023 as part of the 2023-24 HRA Budget and rent setting.

Human Resources

- 4.2 Council projects within the Strategic Housing Investment Plan will be delivered by North Ayrshire Council staffing and complemented by external expertise, where required.

Legal

- 4.3 The Town & Country Planning (General Permitted Development) (Scotland) Order 1992, Schedule 1, Part 12, Class 33, as amended, enables local authorities to carry out works, within their district, for the erection of dwellings so long as the development conforms with the Local Development Plan. The Council's House Building Protocol governs the design and consultation processes for such development to ensure that appropriate levels of design scrutiny and consultation are maintained. In 2019, it was agreed that all future Council housing developments progressed as permitted development will be required to obtain a 'Certificate of Lawfulness' from the Council's Planning Service. This will certify that each site within the SHIP has been considered against the full terms of the adopted Local Development Plan. Housing development proposals by the Council which do not fall within the scope of permitted development, including schemes which require an Environmental Impact Assessment (EIA) will require planning permission. Proposals over 0.5 hectares in area will require to be screened for the purposes of EIA.

Equality/Socio-economic

- 4.4 The provision of new social housing will have a positive impact on those who require specialist accommodation, older people, those who are homeless, or at risk of homelessness, and those for whom purchasing a home is not an affordable option. The benefits of new build housing in relation to health, wellbeing and educational attainment, are well documented. New housing will also support our island communities and their economies.

Climate Change and Carbon

- 4.5 New homes should have a low environmental impact, with the aim of reducing fuel use and associated fuel costs. All projects within the SHIP will be delivered in accordance with Building Standards regulations for energy efficiency. In addition, the

majority of the new projects incorporated into the plan will meet the Scottish Government's 'Greener Standard'. Innovative approaches to fuel efficient development will be considered on a site-by-site basis (e.g., Passivhaus design measures, biomass boilers, solar photovoltaic panels, smart technologies etc). New Council homes contribute significantly to the Council's Sustainability agenda. New housing is more energy efficient, better ventilated, and has higher levels of thermal comfort, which supports improved health and well-being.

Key Priorities

- 4.6 The provision of new affordable housing supports the Council Plan priority to provide affordable, modern and well-designed homes that meet residents' needs. It supports the ambitions of the Council's Regeneration Delivery Plan to drive forward development on strategic regeneration sites, including town centres. There is also evidence that children and young people can benefit from improved cognitive development and a reduction in behavioural issues through living in a more attractive, warmer, and better ventilated environment and the provision of new affordable housing also supports the Council Plan priority that children and young people experience the best start in life. New housing will also support our island communities and their economies.

Community Wealth Building

- 4.7 The Council's contractors are required to participate in the Council's Community Benefits Programme. The projects within the SHIP aim to deliver new employment opportunities for the area, including the provision of dedicated apprentice starts, graduate positions and the creation of local jobs. The project contractors also engage with local schools to provide health and safety presentations, undertake STEM activities, provide mock interviews, and host design competitions.

5. Consultation

- 5.1 The Council has taken a collaborative approach to the preparation of the SHIP, and the following stakeholders have been involved in the process:
- ANCHO in partnership with Cairn
 - Cunninghame Housing Association
 - Riverside (formerly Irvine Housing Association)
 - Link Group Ltd
 - Trust Housing Association
 - The Scottish Government
 - North Ayrshire Council Officers (Economic Growth, Education, Finance, Housing, Planning, Property Management and Investment, Active Travel & Transport, Roads, and the Health and Social Care Partnership).
- 5.2 Regular meetings are held with developing organisations, the Council and the Scottish Government as part of the SHIP governance process. The meetings will continue to be convened on a quarterly basis each year, to ensure that partners' requirements are identified, and the development programme delivered.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Fiona Ellis, Senior Manager, Housing Strategy and Development**, on 01294 324031.

Background Papers

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North Ayrshire Council

Strategic Housing Investment Plan 2023 - 2028



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Introduction

Purpose

The Strategic Housing Investment Plan (SHIP) 2023-2028 sets out the priorities for affordable housing investment in North Ayrshire over the next five years and outlines how the Council and its partners will deliver these priorities. The focus of the SHIP is to support the Scottish Government's Affordable Housing Supply Programme (AHSP) which delivers affordable housing for rent in North Ayrshire.

Environment

A Strategic Environmental Assessment (SEA) pre-screening questionnaire undertaken for the LHS confirmed that the development proposals within the SHIP have been scoped within the SEA for the [North Ayrshire Local Development Plan](#).

Strategic Policy Context

[Housing to 2040](#), Scotland's first 20-year housing strategy, was announced in March 2021. The strategy commits to providing around £16bn of investment to support the delivery of 100,000 new homes by 2032, with at least 70% of these being for social rent. The Scottish Government's Affordable Housing Supply Programme (AHSP) comprises a range of funding mechanisms to enable affordable housing providers to deliver homes in communities across Scotland to support local authorities' Local Housing Strategies. The Scottish Government has allocated Resource Planning Assumptions (RPAs) for the full five-year period of the current parliament to deliver the ambitious affordable homes target set out in [Housing to 2040](#).

The SHIP is an extension of, and aligns to, the [Local Housing Strategy 2018-22](#) (LHS). In preparing the SHIP, the Council has referred to the outcomes identified in the LHS, which support objectives of the [Council Plan](#).

The SHIP also aligns with the Council's [Economic Recovery and Renewal](#)

[Approach](#), which sets out how the Council, in conjunction with our residents, will recover and renew services by: building upon the outcomes of the Council Plan; committing to Community Wealth Building; and committing to a Green New Deal.

Equalities

In line with our Council Plan, fairness and equity is core to the Strategic Housing Investment Plan. We strive for a North Ayrshire where everyone has the same life chances to grow, prosper and have fulfilling and healthy lives. An Equality Impact Assessment has been undertaken for the SHIP. It found that there are no negative or discriminatory effect on any equality groups.

The provision of new social housing will have a positive impact on those who require specialist accommodation, older people, those who are homeless, or at risk of homelessness, and those for whom purchasing a home is not an affordable option. The benefits of new build housing in relation to health, wellbeing and educational attainment, are well documented.

Consultation and Collaboration

As the strategic housing authority, the Council is committed to supporting our partners to deliver affordable housing development within North Ayrshire. The Council adopts a collaborative approach in the preparation of the SHIP. The key stakeholders opposite have influenced the final programme.

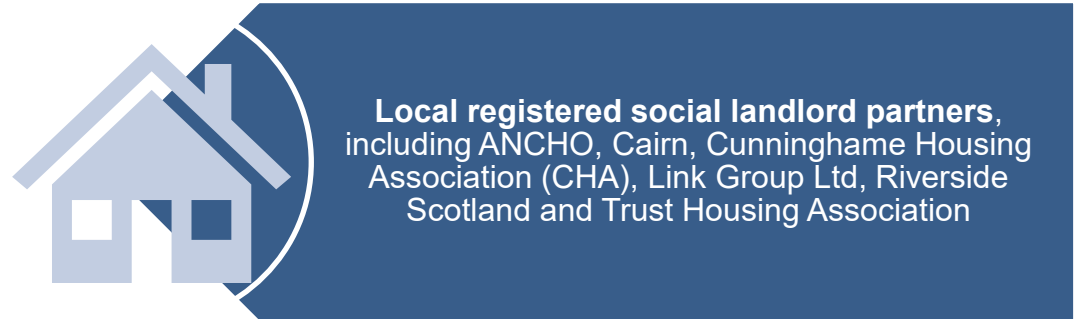
In preparing the SHIP 2023-2028 the Council invited site nominations from its Registered Social Landlord (RSL) partners. All developments proposed were considered on their individual merits, with reference to the development priorities set out within the LHS and any known constraints.

Thereafter, the Council issued the draft SHIP to its partners to review the priorities of each individual site and assist in agreeing the wider plan. The Council will continue to monitor the development programme and any arising opportunities at quarterly meetings held with developing RSLs and the Scottish Government.

Council Officers monitor the impact of the new build programme on education facilities and other services through the SHIP Project Board.

If any project becomes delayed or non-viable, the Council will work with RSL partners and the Scottish Government to ensure that new homes are delivered by

Key SHIP Stakeholders



accelerating other projects within the SHIP.

Investment Priorities

The LHS indicates the importance of establishing clear investment priorities to meet the housing needs of local people, allow partners to identify projects, and ensure that the Scottish Government's goals for new affordable social homes are supported. To ensure maximum benefit is achieved from social housing investment, all projects must:

Consider their role in providing health benefits to tenants and supporting young people to maximise their educational attainment.



North Ayrshire's Local Child Poverty Action Plan and Report 2020/21 recognises that the instance of child poverty within North Ayrshire is one of the highest in Scotland.

Research undertaken by Shelter suggests children can benefit from improved cognitive development and a reduction in behavioural issues through living in a more attractive, warmer, and better ventilated environment. All new build Council family homes have study space and private gardens.

Developing the Young Workforce have launched an online Skills Academy to support school leavers and job seekers.

The North Ayrshire Local Employability Partnership Delivery Plan 2022 – 2026 sets out the intentions to help people of all ages to gain skills for employment. It will prepare people for employment, training, education and/or volunteering, with the aim of increasing qualification levels and job prospects as well as reducing unemployment.

We are committed to working alongside Education colleagues to determine how our housebuilding programme can support the Council's ambitions to encourage more young people into training and employment.



The Kings Arms located in Irvine Town Centre will be redeveloped to provide 6 new amenity flats



The Fullarton tower blocks in Irvine is a major regeneration project

Be attractive and have aesthetic value, to contribute to the regeneration of North Ayrshire, including its town centres.

The provision of affordable, modern and well-designed homes that meets residents' needs is one of nine strategic priorities within the Council Plan. Public sector investment can have a transformational impact within communities, and there are cumulative benefits through considering how this can be coordinated with developing partners and the private sector.

The Council explores site and area specific opportunities with partners to secure maximum regeneration benefits. This supports the ambitions of the Council's Regeneration Delivery Plan to drive forward development on strategic regeneration sites, including town centres. Town centre regeneration is a primary focus of the SHIP, with several projects completed to date within, or near, town centres.

The SHIP supports major housing led regeneration in North Ayrshire, an example being provision for the replacement of the 275 homes in the Fullarton tower blocks in Irvine which are scheduled for demolition. The SHIP also includes the provision of funding for 250 units to assist the delivery and funding of Housing's Estate Based Regeneration Programme (EBRP). This investment aims to provide new homes to replace any stock which requires to be demolished or reconfigured as part of the EBRP.

Be sustainable. Project design, building materials and component parts will maximise energy efficiency and reduce running costs. Design will also contribute to community stability and promote feelings of safety and inclusion.

The Council's [Environmental Sustainability & Climate Change Strategy](#) includes actions to achieve net-zero carbon emissions by 2030. The delivery of new housing has a key role to play in carbon reduction, climate change mitigation, and alleviation of fuel poverty.



Dickson Drive, Irvine

The Council and its partners will continue to consider innovative and sustainable approaches to heat and power, such as low carbon heat, solar photovoltaic panels and smart technologies. The Council recognises that a 'fabric first' approach to sustainability can provide benefits to tenants, in terms of reducing heating costs, and also benefit the environment, all of our homes are designed to minimise heat loss.

The Council completed two '[sustainable demonstrator homes](#)' within Dickson Drive, Irvine in 2020 to highlight best practice in design and innovation, ensuring benefits from sustainable technologies are maximised. The benefits are currently being assessed, and the findings will be shared with partners to inform future developments. To build



upon this, we are developing a 'sustainability shopping basket' to establish a standard suite of sustainability measures for each development and have committed to engaging a sustainability expert to ensure technology delivers low fuel costs for tenants whilst maximising energy efficiency and reducing carbon emissions.

All Council developments are planned using 'secure by design' principles. Also, in recognition of the safety benefits of sprinkler systems, the Council installed sprinklers in all new build housing proposals which reached technical design stage after October 2019, prior to the introduction of Building Standards legislation in March 2021.



Biomass District Heating Network at Flatt Road, Largs



Recognise local needs and aspirations and become an integral part of existing estates. Homes should be designed in such a way that they can be 'homes for life' and easily adapted to the changing needs of their occupants.

It has become clear from numerous development project consultation events carried out by the Council and its partners to date, that most local people express a preference for houses rather than flats. In some areas it may be appropriate to include flatted development, which will be assessed on a case-by-case basis.

In 2019, the updated North Ayrshire Housing Allocation Policy removed the age restriction for the allocation of amenity housing. The allocation of amenity homes to younger people with mobility requirements promotes independent living and 'homes for life'.

The Council and its partners recognise that bringing former social housing stock into ownership can assist with housing management and maintenance issues and increase housing available through the North Ayrshire Housing Register. Empty homes are detrimental to the local environment, often the target of antisocial behaviour and are more likely to fall into disrepair. Bringing empty homes back into use is a strategic priority within the current LHS and will continue to be a priority in the future. The second hand and empty homes buy back scheme can also assist the Council to deliver our Estate Based Regeneration Programme by acquiring homes in communal blocks or in areas identified for improvement through the scheme.



Before and after photographs of an empty home brought back into use

Maximise return on investment and value for money by considering build and lifetime maintenance costs.

As part of the tendering process we prepare a minimum specification for materials utilised in our new build developments to ensure that they align to our current lifecycle replacement and maintenance programmes. We have also developed a suite of standard house types to further assist with maintenance programmes and reduce project design costs.

The Council is committed to making efficiency savings through strategic procurement arrangements in the delivery of our new build affordable housing programme, to ensure value for money for our tenants. We have procured contractors for several SHIP projects through the HubSW, as part of a procurement strategy to achieve cost and time savings through economies of scale. The Council has also, with ten local authority partners, worked with Scotland Excel to develop a New Build Residential Construction Framework Agreement available for use by all Scottish local authorities and registered social landlords.

The LHS recognises that many tenants in social housing are on lower incomes and/or dependant on benefits. The Scottish Housing Regulator expects social landlords to be able to demonstrate affordability and engage meaningfully with tenants on rent increases. Therefore, to ensure homes are affordable, partners are expected to set rent levels on new build homes at or below the Local Housing Allowance.



Standard House Type: 3-bedroom ground floor living for wheelchair users

Involve the local community through consultation and wider action initiatives.

The Council and our partners engage with local communities when developing all new build development sites through the SHIP. For Council projects local residents are invited to review and comment upon the draft plan for the site. Thereafter the final plans are presented to the community and local residents are also invited to 'Meet the Builder' when a contractor has been appointed.

The Council's [Community Wealth Building Strategy](#) introduced a new model to develop resilient, inclusive local economies, with more local employment and a larger and more diverse business base, ensuring that wealth is locally owned and benefits local people. Through the SHIP, contractors are expected to participate in the Council (or partners') Community Benefits scheme, providing apprenticeships to young people, skilling up the local workforce and supporting economic growth. Homes for Scotland suggests there are 4.1 jobs created for every new home constructed. Effective use of community benefit clauses in development contracts, and partnership work with colleagues in Economic Development to support our local construction and supply

chain companies to bid for this work, can secure many of these jobs for our local people.

The Council is currently developing a pilot model for employability by offering training and employment opportunities obtained through community benefits from Housing Services maintenance and investment contracts to our Housing First tenants, supporting some of our most complex support cases to sustain housing and employment.

The Council also plans to undertake a review of our Dickson Drive, Irvine house building pilot and will utilise this to inform a second project with Building Services to construct a number of new homes at Ayrshire Central, Irvine.

Seek to continually improve, with lessons learnt and good practice shared across all partners. The Council regularly meets with the Scottish Government and our partner RSLs to review the progress of the SHIP and share good practice and lessons learned. The Council also holds 'lessons learned' meetings and undertakes tenant satisfaction surveys for each site.

All projects which meet the criteria outlined within the SHIP will be considered to be 'high priority'. In the case of developments by Registered Social Landlords (RSLs), the housing mix and type for each individual development site and the proposed rent levels for the new homes should be formally agreed with the Council prior to the submission of a planning application.

Projects from the SHIP 2022-2027 which have not yet completed have been included in the new 2023-2028 plan. Thereafter, the Council will prioritise all projects which are considered deliverable and meet the strategic goals outlined above.

Demand

Demand figures have been obtained from the North Ayrshire Housing Register (NAHR). House size and type priorities have also been informed by the NAHR.

The HNDA sets the housing estimate for the period 2022-2027 as 2,330 new units, either in the social rented sector, or, in the case of strong economic recovery, split across all tenures.

Housing supply targets will be set out in the new Local Housing Strategy which is currently being prepared.

Whilst there are 6,994 applicants on the NAHR, only 49% of these applicants (3,460) have a recognised housing need (NAHR, August 2022).

Location

A Sub Housing Market Areas (SHMA) is the widest area that a person would be willing to move to for new living accommodation for the purposes of strategic housing planning. North Ayrshire contains five SHMAs, these are:



The North Ayrshire Community Planning Partnership approach sets out six localities. The localities align to the SHMAs with the exception of the Irvine and Kilwinning localities which combine to form one single Sub Housing Market Area.

The total number of homes which will be developed over the lifetime of the SHIP have been plotted by SHMA in figure 1 below. These new supply figures illustrate the aspiration to plan for a growing population, and to seek continued investment in our housing stock to improve overall stock condition.

Figure 1: SHIP Actual & Projected Completions 2022-2028 & Net Gain 2022-2028



The 'net gain' columns indicate the additional homes available per locality following completion of the developments, minus the strategic demolitions set out in the SHIP.

To further inform demand for housing on the Isle of Arran, the Council has undertaken research to determine locality preferences for housing on the island.

Development is not the only policy intervention being explored by the Council. It would be very difficult for the Council and its partners to meet housing need only through investment in new homes.

Work to maintain and improve the condition of our existing social housing stock, provide aids and adaptations and improve the private rented sector are all intended to address the housing needs of the local population

Size

Analysis of the North Ayrshire Housing Register identifies demand trends for properties. House size has been identified by considering the minimum accommodation size suitable for the household; this is referred to as the 'strategic bedroom requirement'.

Table 1: % Applicants by Strategic Bedroom Requirement and SHMA

No of Beds	Three Towns	Arran	Garnock Valley	Irvine / Kilwinning	North Coast	North Ayrshire
1	60%	54%	56%	56%	63%	57%
2	14%	14%	10%	15%	14%	14%
3	15%	20%	20%	15%	15%	16%
4	7%	9%	6%	10%	5%	8%
5+	4%	3%	8%	4%	3%	5%

(Source: North Ayrshire Housing Register, August 2022)

The strategic bedroom need is used for planning purposes only. Generally, one-bedroom homes are found to be of lower demand. Two-bedroom homes are a more popular option for smaller households and are more flexible in meeting households' future needs. An additional bedroom can also provide study space, or space for home working.

An indicative size mix (Table 2) for developments across North Ayrshire has been prepared by uplifting the two-bedroom provision and reducing the one-bedroom, thus meeting tenant aspirations and providing flexibility in terms of property sizes as households change composition over time.

Table 2: Altered Demand by Bedroom Size (Reflecting Aspiration) and SHMA

No of Beds	Three Towns	Arran	Garnock Valley	Irvine / Kilwinning	North Coast	North Ayrshire
1	14%	14%	10%	15%	14%	14%
2	60%	54%	56%	56%	63%	57%
3	15%	20%	20%	15%	15%	16%
4	7%	9%	6%	10%	5%	8%
5+	4%	3%	8%	4%	3%	5%

This mix is intended as a guide only; each project will be considered on a site-by-site basis by the developing organisation, before being approved by the Council.

Specialist Housing Needs

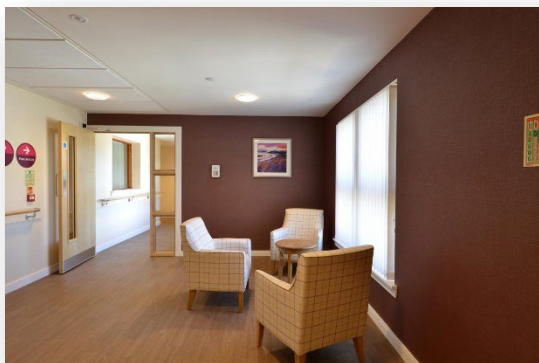
Housing for Older People

Analysis of the HNDA and the NAHR indicates a rising need for accommodation for older people. For this reason, the LHS sets a target of approximately 25% of all new homes to be suitable for older people (i.e., amenity housing and sheltered accommodation). It is anticipated that these homes will primarily comprise one and two bedrooms. In the 12 months from 1 September 2021, 70% of applicants allocated amenity housing were aged over 51. The Council will continue to monitor the availability of housing for older people to ensure that their needs can be addressed through the affordable housing supply programme.

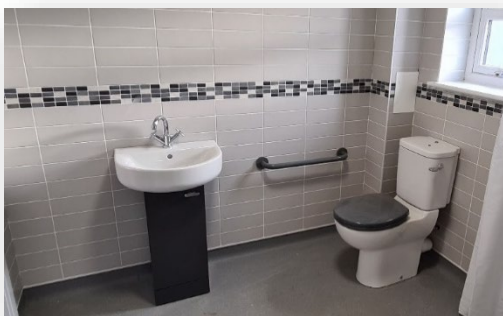
Alongside the new build programme, the Council will continue to deliver our Sheltered Housing Re-provisioning Programme, which includes £25m investment in the refurbishment of sheltered housing units out with the SHIP.



Glencairn House Sheltered Complex



Dementia Friendly Design



Wet Floor Shower Rooms with Contrasting Fittings as Standard



Visiting Service Rooms

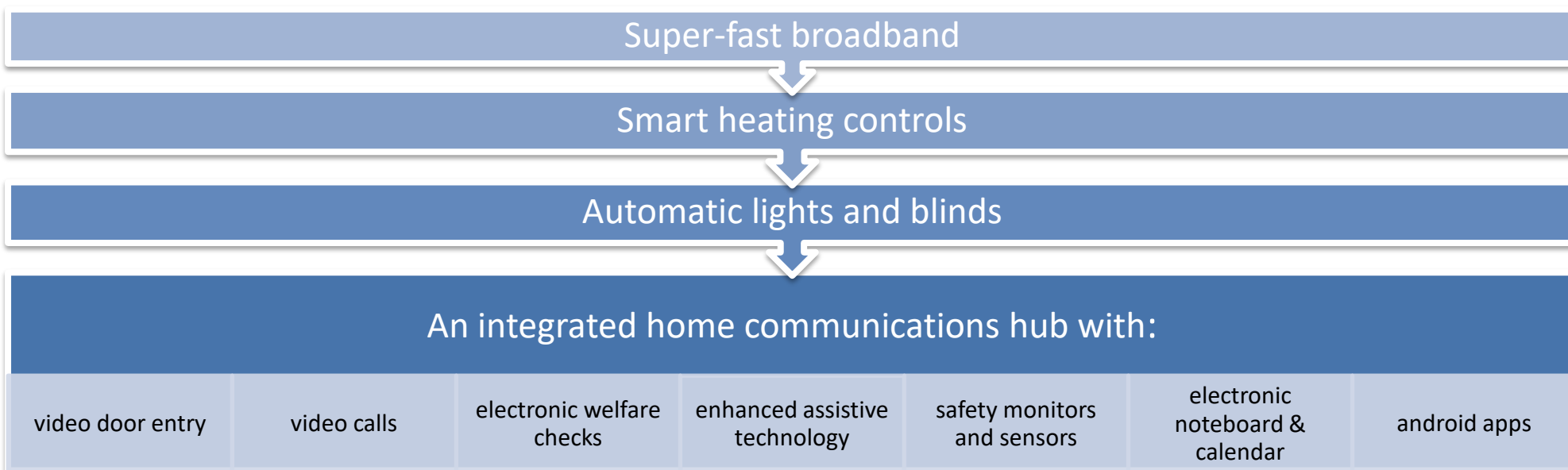
Extra Care Housing

Housing Services and the Health and Social Care Partnership worked together over the last few years to consider a model for Extra Care Sheltered Housing. The vision was to create safe, affordable homes for tenants who require additional support, with extra services to promote independent living, such as assistance with meals or welfare checks, to be available to tenants for an additional fee.

Following development of the outline model, demand analysis was undertaken by the Health and Social Care Partnership in 2021 alongside engagement with other areas in Scotland where similar housing models operate. At that time, it was determined that there was not sufficient demand to integrate the model into a new sheltered housing complex and there are challenges in sustainable funding to operationalise the model. The Council has, however, incorporated flexibility into some new build sheltered complexes to allow this model to be reconsidered in the future should the HSCP chose to develop this further.

Assistive Technology

In order to promote independent living, the Flatt Road development in Largs is being used as an [exemplar for assistive technology](#). Features that can be installed within the sheltered housing complex and supported accommodation, where required, to support tenants' individual needs include:



Wheelchair Accessible Accommodation

'Housing for Varying Needs', a national design guide, provides the following definitions which have been adopted by the LHS when describing the applicable specialist housing:



Ambulant Housing

Meets a wide range of specialist housing needs. The majority of demand is likely to be from the older age group, who have mobility problems, but who can walk with (or without) an aid. Some people in this group may occasionally use a wheelchair. Demand is not exclusive to the older age group; mobility issues can affect people throughout their lives, for various reasons.



Wheelchair User Housing

For people who use a wheelchair all or most of the time. The home will be level access throughout, have space for a wheelchair to circulate and access all rooms, a kitchen and bathroom that suits the occupant's particular needs and fittings and services that are within reach and easy to use. A wheelchair user may live alone, or with a carer or partner or be part of a family unit.



2 Bedroom Wheelchair User Bungalow

All amenity and sheltered housing in North Ayrshire should be built to an ambulant housing standard as a minimum. To ensure need is met now and in the future, the LHS sets a target for all partners to ensure at least 7% of all new build stock is fully wheelchair accessible. To date, 16% of new build homes delivered by North Ayrshire Council are suitable for wheelchair users. It should be noted that most demand for wheelchair user housing comes from those under 60 years old. In addition, we have a set of standard house types for our developments, which are of an accessible design to accommodate changing mobility needs.

In 2019, the Scottish Government issued guidance for local authorities on the setting of LHS targets to support the delivery of more wheelchair accessible housing, including the requirement for a private sector target. The Council will consider this during renewal of the LHS in late 2022, and the next Local Development Plan due to be published in 2023.

Occasionally it may be necessary to build larger specialist housing to meet the specific needs of individual households. Where this is being provided by an RSL, the Council will approve the proposals before a planning application is submitted.

Supported Accommodation

Officers within the Place Directorate and the Health and Social Care Partnership have developed a new supported accommodation housing model for implementation at various sites across North Ayrshire.

The focus is on maximising independence for adults within a homely setting, who require a higher level of support, and who are living with learning disabilities, or mental ill-health issues (all ages), or who are under 65 years and have physical disabilities. The new supported accommodation model can:



Supported accommodation at Bessie Dunlop Court, Dalry



The SHIP will support the Health and Social Care Partnership to meet specialist housing need through dedicated supported accommodation projects, and as part of a wider site mix on other developments. The SHIP makes provision for delivery of 25 supported accommodation housing units at two different locations in addition to the 37 homes already delivered.

Gypsy / Travellers

The Council has not identified any additional demand issues in relation to accommodation for gypsy / travellers. We will, however, review the condition of our permanent site at Redburn, Irvine in consultation with residents to identify any future maintenance and investment works.

When this review is complete, the Council will apply to the Scottish Governments Gypsy / Traveller Accommodation Fund to seek funding for any necessary renovation or improvements to our Redburn site.

Island Communities

The Council is committed to supporting our island communities. 18 new homes were completed on the Isle of Cumbrae during summer 2021. The site provided a mixture of general needs houses, amenity bungalows and homes for wheelchair users.

The Council also completed 34 new homes at Brathwic Terrace on the Isle of Arran during June 2022.

A 'Local Lettings Initiative' was introduced for Arran prior to the allocation of the new Council homes. The Local Lettings

Initiative gives additional priority to island residents and key workers.

Trust Housing Association is currently in discussions with a local landowner to develop 26 new units on Arran.

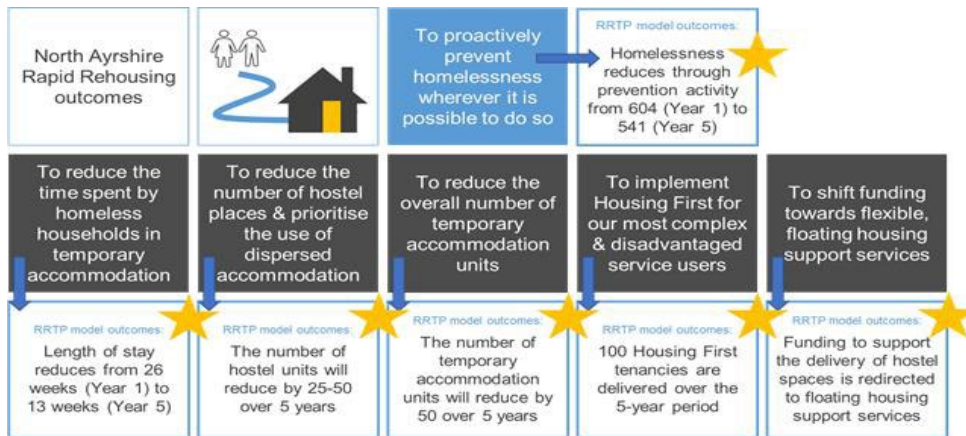
These developments, alongside work with communities on the island, are anticipated to stimulate investment in other infrastructure (transport, marine, digital) to encourage economic growth.

The Council will closely monitor demand for future affordable housing on the island.



Homelessness

North Ayrshire Council's Rapid Rehousing Transition Plan 2019 – 2024 was approved in 2019. Our vision is *to reduce the time spent in temporary accommodation by enabling homeless households to access settled accommodation quickly and with the right support to sustain their housing outcome*. The North Ayrshire RRTP outcomes are:



The provision of new affordable housing through the Strategic Housing Investment Plan will continue to support the delivery of the Rapid Rehousing Transition Plan.

Alternative Models of Affordable Housing Delivery

Recognising that a suite of affordable housing solutions is required to meet the needs and aspirations of local people, the Council has embarked on two pilot projects aimed at the private housing sector.

The 'HOME (Home Ownership Made Easy)' project is based on a model devised by Scottish Futures Trust. This shared ownership housing option will provide households the opportunity to purchase a stake in a home. Two options are available, which have been named for the level of investment required to secure the HOME:

- The £5k HOME, aimed at first time buyers.
- The £40k HOME, aimed at owner-occupiers over 60 years who wish to downsize or secure more accessible housing.

The Council's 'BUILD' project will offer six fully serviced self-build plots for sale to individuals interested in this type of project.

Private Sector Property Condition

The Council's revised [Scheme of Assistance 2019](#) introduced a range of new measures to improve private sector housing condition, including:



A 'pre-tenancy support service' for landlords to aid the prevention of future property condition issues.



A 'missing shares scheme' to remove barriers where a property owner refuses to meet their common repair obligations.



Use of the Council's powers for Compulsory Purchase Orders (CPOs) where appropriate to acquire empty properties in poor condition, bringing them back into mainstream housing stock.

SHIP Funding Streams

Affordable Housing Supply Programme

The Scottish Government has committed to providing North Ayrshire with £63.005m funding for the Council and our RSL partners from April 2022 to March 2026 (see table 3 below). The SHIP is based on projected grant funding of £120.855m. Funding for Council projects not yet at tender stage has been assumed at benchmark plus annual Scottish Social Housing Tender Price Index inflation which was 8.3% for 2021/22 and has been assumed at 8.6% for 2022/23 and 3.7% for 2023/24. The Council will seek grant funding above these levels on a site-by-site basis, as required. The RSL funding rates have been included as requested by each developing organisation and will be subject to Scottish Government authorisation.

Affordable Housing Policy Developer Contributions

The Council's previous Affordable Housing Policy (RES4), which required contributions to affordable housing provision from specified private developments within North Ayrshire, was removed within the new Local Development Plan (LDP2) which was adopted on 28 November 2019. Developer contributions, in the form of commuted sums, received through the application of the Affordable Housing Policy to date under the previous Local Development Plan, will be utilised to fund projects being delivered through the SHIP, when required.

Reserves & Balances

All developing organisations will utilise available reserves and balances to support the development programme.

Borrowing

The majority of development funding is secured from borrowing. Private finance supports RSLs' development programme, and prudential borrowing supports local authority new build projects.

Other Funding Sources

The Council will consider utilising the Vacant and Derelict Land Fund to support the regeneration of SHIP sites, where strategically aligned to the Council's Regeneration Delivery Plan.

Council Tax on Empty & Second Homes

Income received from the reduction in discount for empty and second homes in North Ayrshire is held in the Council's Affordable Housing Account. The Council provides grant funding to support the development of projects within the SHIP from the Affordable Housing Account, when required.

To meet the requirement for 'slippage', in accordance with Scottish Government guidance, the Council has over committed the funding within the SHIP. The slippage requirement is to ensure that the allocation is fully spent even if delays or constraints emerge on other development sites, and to provide the opportunity for North Ayrshire to absorb slippage from other local authority areas.

Table 3: North Ayrshire Resource Planning Assumption per Annum 2022/23 to 2025/26

	2022/23	2023/24	2024/25	2025/26	Total
RPA	£15.692m	£15.648m	£15.702m	£15.963m	£63.005m

Planning and other Regulatory Matters

In 2014, the Council's Cabinet approved the House Building Protocol, to be used in all Council housing development projects that meet the criteria for permitted development. Class 33 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended, enables local authorities to carry out works, within their district, for the erection of dwellings so long as the development conforms with the Local Development Plan.

In 2019, it was agreed that all future Council housing developments progressed as permitted development will be required to obtain a 'Certificate of Lawfulness' from the Council's Planning Service. This will certify that each site within the SHIP has been considered against the full terms of the adopted Local Development Plan. Housing development proposals by the Council which do not fall within the scope of permitted development, including schemes which require an Environmental Impact Assessment (EIA) will require planning permission. Proposals over 0.5 hectares in area will require to be screened for the purposes of EIA.

Risks to delivering the SHIP

Whilst delivery of the SHIP programme has recovered following the temporary suspension of all projects on site in March 2020, this has had longer term implications. COVID-19 continues to have an impact on the construction industry.

Through our own experience and engagement with RSLs and other developers, development constraints or risks to delivery of the programme have been identified as:

- Building costs inflation and rising tender prices
- Shortages of materials
- Capacity within the building and development industry across the country
- Costs of infrastructure and ground remediation
- Delays to getting statutory utility consents in place
- Workforce interruptions related to COVID-19

The Council and our partners will continue to work closely to monitor and actively manage these risks through the period of the SHIP.

Amendments or Additions to the SHIP

The delegated authority to accelerate any project detailed within the North Ayrshire approved SHIP is held by the Executive Director (Place) and the Cabinet Member for Place.

SHIP Development Projects

An overview of projects detailed in the SHIP tables is provided below by locality.

Irvine & Kilwinning

Project	Timeline	Site Information
St. Michael's Wynd, Kilwinning (NAC) 79 units	Site Start: September 2020 Completion: 7 September 2022	The new homes link to the first phase St Michael's Wynd development. The site includes general needs, amenity, wheelchair user housing, sheltered housing and supported accommodation and benefits from good transport links.
Harbourside, Irvine (NAC) 71 units	Site Start: October 2020 Expected Completion: Early 2023	The site is in a high-demand area and is a short walk from Irvine Beach Park, the town centre, shopping mall and train station. The site will deliver an intergenerational development with a particular focus on older people's housing provision.
Bourtreehill Village, Irvine (NAC) 32 units	Site Start: Autumn/winter 2023 Expected Completion: Autumn/winter 2025	The site will see the regeneration of the Bourtreehill Village area of Irvine. Consultations are underway with residents of the local area and interested parties to develop the vision for the site.
Corsehillhead, Kilwinning (NAC) 7 units	Site Start: Spring 2023 Expected Completion: Spring 2024	The site will deliver a mix of general needs and amenity accommodation in the Corsehill area of Kilwinning.
Montgomerie Park, Irvine (NAC) 189 units	Site Start: Summer 2023 Expected Completion: Winter 2026	This site will provide a mix of general needs, amenity and wheelchair user accommodation.

Ayrshire Central, Irvine (NAC) 202 units	Site Start: Spring 2023 Expected Completion: Spring 2026	Located in a high demand area, this site will deliver a mix of general needs, amenity and wheelchair properties at the Ayrshire Central, Irvine site.
Stanecastle, Irvine (NAC) 31 units	Site Start: Spring 2023 Expected Completion: Autumn 2024	This site will deliver a mix of general needs, amenity and wheelchair user accommodation on the site of the former Stanecastle School.
Fullarton Street, Irvine (NAC) 62 units	Site Start: Early 2024 Expected Completion: Summer 2025	This project will deliver a mix of general needs, amenity and wheelchair accommodation on the site of the Irvine High Flats which are scheduled for demolition.
King's Arms, Irvine (NAC) 6 units	Site Start: Spring 2023 Expected Completion: Autumn 2024	This project involves the regeneration of a prominent town centre building to deliver six amenity flats.
Confidential Site 1 (Cairn) 9 units	Site Start: Winter 2023 Expected Completion: Winter 2024	This development will provide general needs, amenity and wheelchair accommodation. This site is currently confidential due to a requirement for planning consent and for acquisition of land.
Confidential Site 3 (Cairn) 4 units	Site Start: Spring 2025 Expected Completion: Spring 2026	This site has the capacity for 4 affordable, general needs homes. This site is currently confidential due to a requirement for planning consent and for acquisition of land.
West Byrehill, Kilwinning (CHA) 72 units	Site Start: April 2021 Expected Completion: February 2023	Located on the edge of Kilwinning, this site will provide a mix of general needs, amenity and wheelchair user homes.
Harbour Road, Irvine (CHA) 27 units	Site Start: Spring 2023 Expected Completion: Spring 2024	Located in Irvine Harbourside this site will provide 27 new homes in close proximity to the town centre and Irvine train station.
Bank Street, Irvine (CHA) 16 units	Site Start: Spring 2025 Expected Completion: Spring 2026	This town centre regeneration project in Irvine was previously allocated for Riverside. Riverside are no longer able to progress the scheme and CHA are currently determining the viability of delivering 16 new homes for affordable rent.
Tarryholme, Irvine, Phase 2 (Riverside) 77 units	Site Start: June 2021 Expected Completion: February 2023	This project is a second phase of the Tarryholme development which will deliver an additional 77 units.

Three Towns

Project	Timeline	Site Information
Caley Court, Stevenston (NAC) 16 units	Site Start: August 2021 Expected Completion: Autumn/winter 2022	This development is located on the site of a former sheltered housing complex. The new homes will provide supported accommodation with an on-site staff base in close proximity to Stevenston town centre and train station.
Afton Court, Stevenston (NAC) 6 units	Site Start: Winter 2022 Expected Completion: Summer 2023	This town centre regeneration project will deliver 6 amenity bungalows, recognising the highly accessible nature of this location. Modular construction will be utilised to reduce the time on site and the impact of the works on local residents.
James McFarlane, Saltcoats (NAC) 19 units	Site Start: Spring 2023 Expected Completion: Spring/summer 2024	The site of the former James McFarlane school will provide general needs, amenity and homes suitable for wheelchair accommodation.
James Reid, Saltcoats (NAC) 47 units	Site Start: Spring 2023 Expected Completion: Winter 2024	The site of the former James Reid school and the former Focus Centre will provide general needs, amenity and wheelchair accommodation.
Glebe Place, Saltcoats (NAC) 8 units	Site Start: Spring 2026 Expected Completion: Spring/summer 2027	This regeneration project which includes the demolition of low demand flats can accommodate approximately 8 new affordable homes near Saltcoats town centre.
Regeneration Project 1d, Ardrossan (NAC) 36 units	Site Start: Autumn 2024 Expected Completion: Spring 2026	This project provides a regeneration opportunity for 36 affordable homes, comprising general needs, amenity and wheelchair accommodation.
Regeneration Project 1e, Ardrossan (NAC) 7 units	Site Start: Spring 2024 Expected Completion: Spring/summer 2025	This regeneration opportunity can accommodate approximately 7 new affordable homes.
Glebe Street, Saltcoats (CHA) 2 units	Site Start: June 2026 Expected Completion: March 2022	This formerly vacant site provided 2 homes suitable for wheelchair users. This site was also supported by funding from the Council's Affordable Housing Account.
Green Street, Saltcoats (CHA) 24 units	Site Start: April 2022 Expected Completion: Spring/summer 2023	Demolition of the former building on the site is now complete and works to construct the 24 new amenity homes commenced in April 2022.
Sharphill Phase 5, Saltcoats (CHA) 100 units	Site Start: Spring 2023 Expected Completion: Winter 2024	The next phase of the Sharphill site will deliver an additional 100 new homes, providing a mix of general needs, amenity and wheelchair user homes.

Garven Road, Stevenston (CHA) 20 units	Site Start: Spring 2023 Expected Completion: Spring/summer 2024	This site was formerly known as Confidential Site 8 and has capacity to deliver 20 new homes.
Confidential Site 9, Stevenston (CHA) 70 units	Site Start: Expected Completion:	This site has been removed from the SHIP as it is not viable. The 70 units have been moved to the 'Unallocated CHA Block' to provide CHA with capacity for future development within the SHIP as sites are identified.
Confidential Site 10, Ardrossan (CHA) 50 units	Site Start: Spring 2025 Expected Completion: Winter 2026	This project has capacity for up to 50 homes and is confidential until site feasibility can be confirmed.
Confidential Site 11, Saltcoats (CHA) 22 units	Site Start: Expected Completion:	This site has been removed from the SHIP as it is not viable. The 22 units have been moved to the 'Unallocated CHA Block' to provide CHA with capacity for future development within the SHIP as sites are identified.
Parkend Gardens, Saltcoats (Link) 12 units	Site Start: Early 2023 Expected Completion: Early 2024	This development is located in close proximity to Saltcoats town centre and adjacent to North Ayrshire Council's new development at Kyleshill Court, Saltcoats. It will deliver a mix of general needs, amenity and wheelchair accommodation.

North Coast

Project	Timeline	Site Information
Former St. Colm's Place, Largs (NAC) 29 units	Site Start: June 2021 Expected Completion: September 2022	The former sheltered housing complex at St. Colm's Place was demolished and rebuilt as part of the sheltered housing re-provisioning programme. Located in a high demand central area it has good transport links and access to the town centre.
Former Largs Police Station (NAC) 12 units	Site Start: Autumn 2022 Expected Completion: Autumn 2023	Located adjacent to the former St. Colm's Place the former Largs Police Station will deliver 12 amenity flats in the high demand, town centre, location.

Garnock Valley

Project	Timeline	Site Information
Former Garnock Academy, Kilbirnie (NAC) 50 units	Site Start: Spring 2023 Expected Completion: Autumn/winter 2024	The site of the former Garnock Academy will see the development of a mixture of general needs homes, amenity bungalows and homes suitable for wheelchair users.

Laburnum Avenue, Beith (NAC) 7 units	Site Start: Autumn 2023 Expected Completion: Autumn 2024	This development will regenerate low demand flatted accommodation to deliver 7 new affordable homes in Beith.
Newhouse Drive, Kilbirnie (NAC) 7 units	Site Start: Autumn 2023 Expected Completion: Autumn 2024	This development will regenerate low demand flatted accommodation to deliver 7 new affordable homes in Kilbirnie.

Arran

Project	Timeline	Site Information
Confidential Site 4 (Trust HA) 26 units	Site Start: Winter 2024 Expected Completion: Winter 2026	This site is confidential to allow the acquisition of land and whilst site viability is confirmed.

Locality to be Confirmed

Project	Timeline	Site Information
Unallocated Regeneration Block (NAC) 30 units	Site Start: Autumn 2024 Expected Completion: Autumn 2026	This involves the regeneration of 30 properties to deliver a mix of general needs, amenity and wheelchair user properties. The locations for these projects have still to be finalised.
Regeneration Project 3 (Riverside) 30 units	Site Start: Spring 2025 Expected Completion: Spring 2027	This project involves the regeneration of 30 properties to deliver a mix of general needs, amenity and wheelchair user properties. The location has still to be finalised.
Unallocated CHA Block (CHA) 92 units	Site Start: Spring 2024 Expected Completion: Winter 2025	The 92 units have been allocated within the SHIP to replace Confidential Sites 9 and 11 which were not viable. This will provide CHA with capacity for future development as the association identifies suitable sites.

Appendix 1 SHIP 2023-2028

Site	Town	Site Coordinates	Dev	Units	Type	Estimated Site Start	Estimated Practical Completion	SHIP Approval Year	Site Starts							Site Completions					Scottish Government Grant	House Types							Pre 2022/23 Spend	Estimated SHIP Spend 2022/23 (as at 18/08/2022)	SHIP Spend 2023/24	SHIP Spend 2024/25	SHIP Spend 2025/26	SHIP Spend 2026/27	SHIP Spend 2027/28
									Pre 2023/24	2023/24	2024/25	2025/26	2026/27	2027/28	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28		General Needs	Amenity	Supported	Wheelchair	GFL	Sheltered								
St. Michael's Wynd Harbourside	Kilw	X: 229250 Y: 643100	NAC	79	New Build	14 Sep 20	07 Sep 22	2020/21	79						79						-	34	2	10	2	7	24	£4,661,000	£0	£0	£0	£0	£0	£0	
	Irv	X: 230880 Y: 638145	NAC	71	New Build	26 Oct 20	31 Jan 23	2020/21	71						71						-	24	11		4	4	28	£4,970,000	£0	£0	£0	£0	£0	£0	
St. Colm's Place (Redev 5)	Lrgs	X: 220370 Y: 659565	NAC	29	New Build	09 Jun 21	15 Sep 22	2019/20	29												-						29	£1,711,000	£0	£0	£0	£0	£0	£0	
Caley Court	Stev	X: 226725 Y: 641478	NAC	16	New Build	16 Aug 21	31 Oct 22	2021/22	16						16						£1,123,123	1		15				£1,036,348	£86,775	£0	£0	£0	£0	£0	
2nd Hand & Empty Home Buy Backs	!	!	NAC	30	Buy Back	01 Mar 22	31 Mar 27	2022/23	5	5	5	5	5	5	5	5	5	5	5	5	£1,200,000	30						£0	£200,000	£200,000	£200,000	£200,000	£200,000	£200,000	
Largs Police Station (Redev 13)	Lrgs	X: 220315 Y: 659560	NAC	12	New Build	29 Aug 22	30 Sep 23	2022/23	12						12						£1,192,712		12					£177,031	£1,015,681	£0	£0	£0	£0	£0	
Afton Court (Redev 6a)	Stev	X: 226665 Y: 641885	NAC	6	New Build	30 Nov 22	01 Jun 23	2022/23	6						6						£664,163		6					£0	£664,163	£0	£0	£0	£0	£0	
Nelson Street	Lrgs	X: 220655 Y: 659595	NAC	3	Refurb	01 Feb 23	01 Feb 25	2022/23	3							3					£171,000	3						£0	£71,000	£100,000	£0	£0	£0	£0	
Corsehillhead	Kilw	X: 231315 Y: 643095	NAC	7	New Build	01 Apr 23	30 Apr 24	2022/23		7						7					£711,516	5	2					£130,500	£0	£581,016	£0	£0	£0	£0	
James McFarlane (Redev 8a)	Ardr	X: 223300 Y: 643345	NAC	19	New Build	01 Apr 23	31 May 24	2022/23		19						19					£1,993,029	10	4		1	4		£233,022	£0	£1,500,000	£260,006	£0	£0	£0	
Stanecastle (Redev 11a)	Irv	X: 234070 Y: 640150	NAC	31	New Build	01 Apr 23	01 Sep 24	2022/23		31						31					£3,204,355	17	7		3	4		£493,411	£0	£1,500,000	£1,210,944	£0	£0	£0	
James Reid & FC (Redev 8b)	Salt	X: 225511 Y: 642690	NAC	47	New Build	01 Apr 23	30 Nov 24	2022/23		47						47					£4,858,216	26	11		4	6		£602,999	£0	£2,161,579	£2,093,637	£0	£0	£0	
Garnock Academy (Redev 9)	Kilb	X: 231290 Y:654800	NAC	50	New Build	01 Apr 23	30 Nov 24	2022/23		50						50					£5,306,966	28	13		2	7		£473,370	£0	£2,500,000	£2,333,596	£0	£0	£0	
Ayrshire Central (Redev 12)	Irv	X: 232105 Y: 640785	NAC	202	New Build	01 Apr 23	31 Mar 26	2022/23	202								202				£20,010,798	65	87		24	26		£2,252,936	£0	£4,000,000	£7,000,000	£6,757,862	£0	£0	
King's Arms (Regen 1c)	Irv	X: 232090 Y: 638935	NAC	6	New Build	01 Apr 23	31 Oct 24	2022/23		6						6					£543,319		6					£0	£0	£543,319	£0	£0	£0	£0	
Montgomerie Park, Irvine	Irv	TBA	NAC	189	New Build	01 Aug 23	30 Nov 26	2023/24		189							189				£19,698,882	111	39		19	20		£4,579,235	£0	£3,500,000	£5,000,000	£5,000,000	£1,619,647	£0	
Bourtreehill Village (Redev 7)	Irv	X: 234475 Y: 639220	NAC	32	New Build	01 Sep 23	30 Sep 25	2023/24		32							32				£3,307,722	24	6		1	1		£0	£0	£1,000,000	£2,307,722	£0	£0	£0	
Laburnum Avenue (Regen Project 1a)	Beith	X: 234170 Y: 653640	NAC	7	New Build	01 Oct 23	31 Oct 24	2022/23		7						7					£699,468	4	3					£0	£0	£200,000	£499,468	£0	£0	£0	
Newhouse Drive (Regen Project 1b)	Kilb	X: 230940 Y: 653815	NAC	7	New Build	01 Oct 23	31 Oct 24	2022/23		7						7					£699,468	4	3					£0	£0	£200,000	£499,468	£0	£0	£0	
Fullarton Street (HF)	Irv	X: 232050 Y: 638550	NAC	62	New Build	01 Feb 24	30 Jun 25	2023/24		62							62				£6,355,354	40	15		2	5		£0	£0	£0	£3,200,000	£3,155,354	£0	£0	£0
Refurbishment Project 8	Irv	TBA	NAC	2	Refurb	01 Nov 23	01 Nov 25	2023/24		2						2					£114,000	2						£0	£0	£14,000	£100,000	£0	£0	£0	
Regeneration Project 1e	Ardr	TBA	NAC	7	New Build	01 Apr 24	30 Apr 25	2023/24			7						7				£725,348	4	3					£0	£0	£0	£400,000	£325,348	£0	£0	£0
Regeneration Project 1d	Ardr	TBA	NAC	36	New Build	01 Sep 24	30 Apr 26	2024/25			36							36			£3,983,812	20	5					£0	£0	£0	£1,000,000	£2,000,000	£983,812	£0	£0
Unallocated Regeneration Block 1	TBA	TBA	NAC	30	New Build	01 Sep 24	30 Sep 26	2024/25			30						30				£3,188,953	16	9		2	3		£0	£0	£0	£1,000,000	£1,241,084	£947,870	£0	£0
Glebe Place	Salt	X: 224700 Y: 641700	NAC	8	New Build	01 Apr 26	30 Apr 27	2024/25				8						8			£836,109	5	3					£0	£0	£0	£0	£0	£422,365	£413,744	
Unallocated Regeneration Block 2	TBA	TBA	NAC	0	New Build	-	-	-													-							£0	£0	£0	£0	£0	£0	£0	
Confidential Site 1 Ⓜ	Irv	TBA	Cairn	9	New Build	31 Oct 23	31 Oct 24	2023/24		9							9				£910,000	6	3					£0	£0	£600,000	£310,000	£0	£0	£0	
Confidential Site 3	Kilw	TBA	Cairn	4	New Build	01 Apr 25	31 Mar 26	2024/25				4						4			£320,000	4						£0	£0	£0	£0	£320,000	£0	£0	
Sharpill (Ph 4)	Salt	X: 225343 Y: 643182	CHA	76	New Build	20 Jan 20	31 Mar 22	2019/20	76						76						-	65	5		5	1		£6,915,235	£0	£0	£0	£0	£0	£0	
Glebe Street (Confidential Site 5)	Salt	X: 224625 Y: 641747	CHA	2	New Build	07 Jun 21	02 Mar 22	2021/22	2						2						-				2			£144,000	£0	£0	£0	£0	£0	£0	
West Byrehill (Phase 1 & 2)	Kilw	X: 228760 Y: 642710	CHA	72	New Build	12 Apr 21	28 Feb 23	2020/21	72						72						£6,351,729	59	8		3	2		£6,351,729	£0	£0	£0	£0	£0	£0	
Green Street (Confidential Site 7)	Salt	X: 224755 Y: 641300	CHA	24	New Build	18 Apr 22	31 May 23	2021/22	24							24					£2,065,435		22		2			£418,365	£1,647,070	£0	£0	£0	£0	£0	
CHA Buy Back Programme	!	!	CHA	6	Buy Back	01 Nov 22	31 Mar 28	2022/23	6						1	1	1	1	1	1	£240,000	6						£0	£40,000	£40,000	£40,000	£40,000	£40,000	£40,000	
Garven Road (Confidential Site 8)	Stev	TBA	CHA	20	New Build	01 Feb 23	30 Apr 24	2022/23	20							20					£2,050,000	20													

NORTH AYRSHIRE COUNCIL

01 November 2022

Cabinet

Title:	Estate Based Regeneration Programme (EBRP) Update
Purpose:	To provide a progress update to Cabinet on the delivery of the HRA Estate Based Regeneration Programme (EBRP) and to seek approval for a refreshed Programme for 2022-2029.
Recommendation(s):	That Cabinet (i) notes progress on, and revisions to, the EBRP to March 2022 as noted in Appendix 1; (ii) notes the revised programme for 2022/23 to recognise slippage in previous years; (iii) approves the detailed programme for 2023/24; and (iv) notes that the remainder of the projects in the Estate Based Regeneration Programme scheduled for delivery in 2024/25 and beyond, as shown in Appendix 2, may be subject to revision.

1. Executive Summary

- 1.1. In January 2019, Cabinet approved a 10-year, £10million Estate Based Regeneration Programme (EBRP) which aimed to improve Council-owned housing estates across North Ayrshire. Implementation of the specific projects in years one to three of the Programme was agreed, with an annual review to be presented to Cabinet.
- 1.2. This report provides an update on projects which were scheduled for 2020/21 and 2021/22, some of which continued to be impacted by the COVID-19 pandemic and other global economic issues affecting the construction industry and have still to be delivered. A revised Programme for 2022-2029 is also included, following a scoping exercise of projects scheduled for 2022/23 and 2023/24.
- 1.3. Cabinet is asked to note progress on projects undertaken in 2021/22 and previous years provided at Appendix 1; note the updated Estate Based Regeneration Programme 2022-2029 as noted in Appendix 2; and approve the specific projects scheduled for 2023-24.

2. Background

- 2.1. In January 2019, Cabinet approved a 10-year Estate Based Regeneration Programme, representing indicative minimum investment in our stock and estates of some £10m, which is included in the Housing Revenue Account 30-year Business Plan.

- 2.2. The concept of an Estate Based Regeneration Programme was borne through an aspiration to further invest in our estates to address pockets of low demand stock; antisocial behaviour; external appearance; parking provision; road and footpath condition; fencing; landscaping; and general grounds maintenance issues.
- 2.3. This approach complements the Council's ambitious housing development programme via the Strategic Housing Investment Plan 2022-2027 (SHIP). The SHIP sees a commitment to build 1,625 new Council homes by March 2027. Several EBRP projects will involve selective demolition of existing stock, which will attract further investment associated with the replacement new build provision. A total allocation of 250 units has been identified in the SHIP for that purpose.
- 2.4. The Programme was initially developed through a comprehensive map-based review of our estates, incorporating condition information, local intelligence, environmental and visual audits, enquiries and complaints, and ownership details.
- 2.5. The mapping work identified a variety of potential improvements within our estates, including the need for demolition and redevelopment of low demand stock, external improvements to existing stock, additional parking provision, new fencing, new lighting, and bin stores.
- 2.6. Potential improvements were subsequently assessed using the Scottish Government's 'Place Standard' tool. Projects were prioritised based on their evaluation score, complexity, and programming requirements as well as anticipated budget availability, and a programme was developed.

Progress to Date

- 2.7. The large-scale improvement project in 2021/22 – Glass Fronted Closes, Irvine - significantly exceeded the indicative costs provided at programme inception. The indicative costs were prepared prior to the full scope of each project being agreed. However, due to costs for other projects for the 2020/21 EBRP being less than estimated, the overall programme remained within budget.
- 2.8. Global economic issues which have impacted the construction industry and the COVID-19 pandemic had - and continue to have - a significant impact on delivery of the projects scheduled for 2021/22 and 2022/23 in the EBRP. Shortages of materials and increasing costs have impacted each project. As a result, most projects planned for completion during 2021/22 have been re-programmed or are only partially completed.
- 2.9. From 2020/21 onwards the Programme has been funded through a dedicated capital budget. The total spend for 2021/22 was £0.440m against provision within the HRA capital budget of £1.530m (this figure includes a carry forward of £0.530m from previous financial years). The underspend will be carried forward to support the reprogrammed projects.

- 2.10. A new Housing team was established during 2021 to support the delivery of the Estate Based Regeneration Programme. One of the objectives of the team is to assist in co-ordinating information following scoping works for projects in future years and engaging with tenants on individual proposals.

Programme Revisions

- 2.11. Following development of the initial EBRP in early 2019, a Project Board was established. The group remit of the group includes oversight of the scope, design, and implementation of projects, in addition to continuous review of the Programme to address emerging issues and ensure alignment with strategic objectives.
- 2.12. The following revisions have been made to the original schedule in the 2021-2029 Programme:
- The proposed regeneration projects at Bourtreehill Village and Fullarton, Irvine have been removed from this programme as both projects are being progressed and reported through the Strategic Housing Investment Plan 2023-2028 (SHIP).
 - Identification of redevelopment options for derelict land at Fergushill Road, Kilwinning and Regeneration Project 13, Stevenston have been removed from the Programme. Both are subject to discussions with developing partners through the SHIP.
 - The budgets for parking and render improvements in the original programme have been combined to create a budget for ad-hoc minor projects. This will allow flexibility for minor estate issues to be resolved expeditiously.
 - Allocated budgets in the original programme have been revised based on the scoping information gathered to date. Larger projects have also been split over financial years where required to reflect the estimated time for acquisitions (where appropriate), procurement and consultation.
 - The noted interventions detailed in appendix 2 regarding the confidential regeneration projects have been revised to 'develop regeneration plan' to allow a full scope of works and project plan to be developed to better inform the programme.

Estate Based Regeneration Programme 2022-2029

- 2.13. The updated programme comprises a range of projects across localities and covers a period of seven years. It is predicated on provision within the Housing Revenue Account (HRA) capital budget of £1m per annum for each of the seven years plus funds carried forward from previous financial years; the total remaining budget is £8.822m.
- 2.14. A review of all proposed projects for the current and forthcoming year has been undertaken, and their indicative costs updated. The budgeted costs for the

projects within the wider programme are indicative at this stage. Cabinet approval is sought for the projects scheduled for 2023/24. For the projects planned for 2024/25 to 2028/29 timescales shown are indicative and are subject to further detailed project design and costings. Areas where there is mixed ownership will require review to ensure planned investment aligns with Guidance on the Operation of Local Authority Housing Revenue Accounts (HRAs) in Scotland.

- 2.15. To maximise the impact of regeneration and ensure a holistic approach is taken to improving our estates, consideration will be given to upcoming capital investment due in an area such as roofing, rendering, windows, external doors, kitchens, and bathrooms. Future reports to Cabinet on the programme will outline the total investment in an area from the EBRP budget, and report on spend through other budgets to complement the improvement programme.
- 2.16. The Scottish Government published their new Housing to 2040 strategy in March 2021, which will see a focus on energy efficiency upgrades and installing low carbon heating systems to decarbonise our housing stock in the coming years. The external advisor supporting the Council in developing a Local Heat and Energy Efficiency Strategy (LHEES) was commissioned to undertake research and provide a report on the solutions available and financial impact of achieving the Energy Efficiency Standard for Social Housing (EESH2) across our housing stock.
- 2.17. The output from this review, alongside property lifecycle data, is informing future capital investment needs and will identify the properties where the investment required is not economically viable and other solutions may be preferable, such as demolition. It will also inform future reviews of the Estate Based Regeneration Programme.
- 2.18. The investment programme will continue to be updated annually to ensure it remains up to date and the most effective use of funding is achieved. With each annual review, Cabinet will be asked to approve the next phase of projects in the programme.
- 2.19. The latest projected cost of the EBRP programme from 2022/23 to 2028/29 is £9.118m against the remaining budget available of £8.822m, i.e., an overspend of £0.296m is currently forecast. Furthermore, as noted above all projects from 2024/25 onwards still require a full scoping exercise to be undertaken and detailed project costs determined, therefore the individual project budgets currently noted within the programme may be subject to change.
- 2.20. Given the current global financial situation and increased construction industry inflation rates, it is likely that the original £10m budget earmarked in the HRA Business Plan for the EBRP would be significantly exceeded if all the projects currently identified went ahead.
- 2.21. In addition to the issues noted above, it should be noted that a fundamental review of the HRA Business Plan is currently underway to inform options for

rent levels for 2023/24. This review may require a number of capital and revenue spending plans, including the EBRP, to be revisited and reviewed.

- 2.22. Recognising the lead time for fully developing projects and appointing contractors etc, it is therefore proposed that Cabinet approves the projects within the EBRP for 2023-24 only at this stage. The EBRP for 2024-25 and beyond will require to be revisited as part of the fundamental review of the HRA Business Plan, with the outcome and recommendations presented to the Council meeting on 15 February 2023.

Current Phase of the Programme (2022/23 to 2023/24)

- 2.23. There are 13 projects included in the current phase of the EBRP, some of which will conclude in future years. A fencing programme and other capital programme work will run alongside these projects and contribute to the overall regeneration of our housing estates.
- 2.24. Three previously anonymised projects in the Garnock Valley locality were subsequently combined as a single project during 2020/21. These were regeneration projects 4, 5 and 6 - Laburnum Avenue in Beith, Newhouse Drive in Kilbirnie and Baidland Avenue in Dalry. Works commenced on site in August 2022, with works expecting to complete early 2023.
- 2.25. Two projects planned to commence during the current phase, 'Regeneration Project 7' and 'Regeneration Project 9' are confidential at this stage. This is because they involve major regeneration and will require consultation with tenants, and potentially owner occupiers, prior to full plans being developed. Members will be consulted prior to the project being progressed.

3. Proposals

- 3.1. That Cabinet (i) notes progress on, and revisions to, the EBRP to March 2022 as noted in Appendix 1; (ii) notes the revised programme for 2022/23 to recognise slippage in previous years; (iii) approves the detailed programme for 2023/24; and (iv) notes that the remainder of the projects in the Estate Based Regeneration Programme scheduled for delivery in 2024/25 and beyond, as shown in appendix 2, may be subject to revision.

4. Implications/Socio-economic Duty

Financial

- 4.1 Budget of £8.822m has been allocated within the Housing Revenue Account 30 Year Business Plan to fund the Estate Based Regeneration Programme from 2022/23 to 2028/29. Budget for replacement new build provision totalling

250 units through the Strategic Housing Investment Plan is also included in the Business Plan.

Human Resources

4.2 None

Legal

4.3 All projects in the Estate Based Regeneration Programme will be undertaken in line with Guidance on the Operation of Local Authority Housing Revenue Accounts (HRAs) in Scotland.

Equality/Socio-economic

4.4 Regenerating the estates throughout North Ayrshire will have a positive impact for our tenants as we address areas of low demand and enhance the external environment. The benefits of attractive, good quality green space and surroundings in relation to health, wellbeing, and educational attainment, are well documented.

Climate Change and Carbon

4.5 Investment in neighbourhoods through the Estate Based Regeneration Programme will be carried out alongside measures developed to improve energy efficiency and reduce carbon emissions in our housing stock, to achieve national net zero targets. This reflects the approach set out in the Council's recently approved Environmental Sustainability & Climate Change Strategy 2021-23, which supports the Council's sustainability aspirations to become net-zero carbon by 2030, become a climate resilient local authority and support enhanced biodiversity across North Ayrshire.

Key Priorities

4.6 The Estate Based Regeneration Programme 2022-2029 aligns with the Council Plan strategic priorities: 'Active and strong communities'; 'Affordable, modern, and well-designed homes that meets residents' needs'; and 'Vibrant, welcoming and attractive places'.

Community Wealth Building

4.7 North Ayrshire Council has integrated local economic development into all policy decisions as part of the Community Wealth Building ethos. As part of the procurement process to identify contractors for works, there will be a requirement for them to deliver agreed community benefits. Building Services are responsible for carrying out all fencing works identified in the programme, adopting the Council's Community Wealth Building ethos as practice.

5. Consultation

- 5.1 Consultees at inception of the Estate Based Regeneration Programme included housing professionals, corporate colleagues from across the Council, Health and Social Care Partnership and Police Scotland. Consultation will continue to be undertaken with the relevant partners, as well as tenants and residents, as projects develop.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Fiona Ellis, Senior Manager (Housing Strategy & Development)**, on **01294 324031**.

Background Papers

None

Estate Based Regeneration Programme

Progress on previous years projects and those with spend during 2021/22

Project	Indicative cost reported to Cabinet Jan 2019	Revised Project Budget following scoping	Total Spend Pre 2021/22	2021/22 Spend	Total Spend to 31 March 2022	Scheme Carried Forward to 2022/23 Onwards Programme (Appendix 2)	Proposed Interventions	Progress
Bimson Place, Irvine	£15,000	£50,000	£0	£0	£0	Yes	Rationalise tenant garden layouts where possible and install sub-divisional fencing.	Consultation took place during 2021/22 with a positive response. Budget has been increased in the revised programme following the project being fully scoped. Works commenced in July 2022.
Broomlands area, Irvine	£188,000	£273,624	£273,624	£0	£273,624	No	Increase parking and grounds maintenance to replace poor condition shrubbery which attracts litter with turf to give the area a more open and tidy appearance.	380 additional parking spaces were created and landscaped around parking areas.
Burns Street, Irvine	£195,500	£300,000	£0	£0	£0	Yes	External painter work and new roofs	Project to be deferred to 2023/24. Work is ongoing to ascertain internal reconfiguration works required to adapt these properties to a more lettable standard. A new roof and external wall insulation has been installed to one of the blocks as part of planned capital investment.
Castlepark area, Irvine	£100,000	£200,000	£245,590	£0	£245,590	No	Increase parking provision (minimum 150 new spaces). Works planned for year 2 have been brought forward to year 1.	Works planned for both 2019/20 and 2020/21 were complete by March 2020 (total budget was £200,000 over the two years). 125 additional parking spaces were created, and landscaping undertaken around parking areas.
Glass Fronted Closes, Irvine	£380,000	£640,953	£0	£875	£875	Yes	Upgrade close screens at nine Irvine locations	Locations increased from nine to ten following scoping exercise. Budget has been increased in the revised programme to reflect additional work identified. Works were scheduled to commence during 2021/22, however the supply of steel has caused a significant delay to this project. Works are scheduled to commence on site on 20 September 2022 and are expected to complete during spring 2023.
Corsehill Parking, Kilwinning	£27,500	£17,229	£17,229	£0	£17,229	No	Redevelop derelict ground for parking provision	Complete. 7 parking spaces were created, and perimeter fencing installed.
Dirrans, Kilwinning	£295,000	£130,000	£0	£0	£0	Yes	Upgrade fencing, provide in-curtilage parking for tenants where feasible, streetscape improvements	Due to the shortage of tarmac, works commenced on site in June 2022. Budget has been decreased in the revised programme following initial scoping.
Highfield Street, Kilwinning	£81,000	£5,779	£5,779	£0	£5,779	No	Remedial works to retaining wall along the street frontage.	Scope of works was reviewed due to roads and footpaths being out with scope of HRA spend.
Garnock Valley Demolitions (Regeneration Projects 4,5,6)	£495,000	£495,000	£0	£95,975	£95,975	Yes	Demolition of low demand flatted blocks	Regeneration projects 5 and 6 were accelerated to 2021/22 to combine all three proposals as one demolition project. Budget information has been collated in the revised programme to reflect this. Works commenced on site 1 August 2022.
Woodburn Road, Beith	£4,000	£0	£0	£0	£0	No	Fencing improvements	Fencing improvements for tenants who wished it were previously completed through the HRA fencing programme.
Pier Crescent, Fairlie	£30,000	£12,220	£0	£12,220	£12,220	No	Increase car parking provision by utilising grassed areas in front of properties	Works completed during 2021/22.

Project	Indicative cost reported to Cabinet Jan 2019	Revised Project Budget following scoping	Total Spend Pre 2021/22	2021/22 Spend	Total Spend to 31 March 2022	Scheme Carried Forward to 2022/23 Onwards Programme (Appendix 2)	Proposed Interventions	Progress
Keppenburn, Fairlie	£55,000	£45,000	£0	£13,686	£13,686	Yes	Review garage occupation and consider rationalisation of replacement with parking provision	Works commenced 2021/22.
Moorburn Road, Largs	£77,000	£15,260	£15,260	£0	£15,260	No	Hard landscaping at rear of amenity properties and fencing improvements	Complete. Cost was significantly less than the identified budget.
Kilmahew Street, Ardrossan	£0	£5,977	£5,977	£0	£5,977	No	Landscaping of rear gardens, fencing, painting closes and tidying of front entrances	Residual works for the Kilmahew Street Project paid in 2020/21.
Stanley Road, Ardrossan	£125,500	£27,504	£0	£27,504	£27,504	No	Increase parking and upgrade fencing	Following a scoping exercise and site visit parking was found to be adequate at this site. Fencing works complete during 2021/22.
Burns Terrace and Chapelhill Mount, Ardrossan	£354,000	£124,434	£109,651	£14,783	£124,434	No	Increase parking provision including use of under-utilised amenity areas, and upgrade fencing	Two projects were merged from previous programme (Burns Terrace from 2020/21 and Chapelhill Mount from 2023/24) given the proximity and to provide economies of scale. Works are complete, with 63 additional parking spaces provided and c.300m2 resurfacing undertaken. Works completed during 2021/22.
Regeneration Project 9	£165,000	£250,000	£0	£62,400	£62,400	Yes	Buy back owner-occupied units, re-house tenants, demolish flats and redevelop through the SHIP	One remaining owner-occupier is unwilling to sell their property. An options appraisal is being prepared to consider the next steps to progress this scheme.
McNay Crescent, Saltcoats	£40,000	£10,810	£0	£10,810	£10,810	No	Extend rear gardens to encompass surplus land	Following scoping, the project was amended to involve landscaping the surplus land and budget reduced to reflect this. Works completed during 2021/22.
Regeneration Project 13, Stevenston	£77,000	£0	£0	£0	£0	No	Buy back owner-occupied unit and redevelop derelict development site through SHIP	This project focused on two derelict sites in the area, one of which has since been sold and the other will be discussed with developing partners through the SHIP. The project has, therefore, been removed from the programme.
Regeneration Project 14	£440,000	£440,000	£0	£84,277	£84,277	Yes	Buy back owner-occupied units, re-house tenants, demolish flats and redevelop through the SHIP	Three remaining owner-occupiers unwilling to sell their properties. An options appraisal is being prepared to consider the next steps to progress this scheme.
Ad hoc Improvements	£35,000*	£35,000*	£16,226	£6,116	£22,342	Yes	Small ad-hoc parking and render issues	Minor ad hoc requests only.
Ad hoc Sub-divisional Fencing	£150,000*	£150,000*	£29,925	£68,605	£98,530	Yes	Programme of fencing	Minor ad hoc fencing requests only.
Management charges	N/A	N/A	£12,300	£42,449	£42,449	Yes	N/A	N/A
Total Cost	£2,694,500	£2,549,127	£731,561	£439,700	£1,171,261			

*budget set as an allowance per annum for the lifetime of the EBRP to allow ad-hoc schemes to be addressed as and when required, for example, the Kilmahew Street, Ardrossan project.

Estate Based Regeneration Programme 2022-2029

Project Name	Locality	Town	Letting Area	Street	SIMD Decile	Issue	Interventions	No of Properties	No of Tenants	% of Tenants	Town/Village Centre	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	2027/28 (£000)	2028/29 ONWARDS (£000)
Irvine Locality																		
Bimson Place	IR	Irvine	HARB	Bimson Place	1	Rear garden sub-division issues	Rationalise tenant garden layouts where possible and install sub-divisional fencing.	12	6	50%		£50,000						
Burns Street	IR	Irvine	IRVC	Burns St	1	Low demand flatted blocks	Consider options for improving appearance and addressing low demand stock	14	10	71%	✓	£5,000	£195,000	£100,000				
Glass Fronted Closes, Irvine	IR	Irvine	IRVN	Glass fronted closes throughout area	2	Unattractive and rotting glass fronted close screens	Upgrade close screens at ten Irvine locations	36	36	100%		£640,078						
Regeneration Project 1	IR	Irvine	-	Confidential	1	Low demand stock	Develop regeneration plan	TBC	TBC	TBC		TBC						
Regeneration Project 2	IR	Irvine	-	Confidential	1	Low demand stock	Develop regeneration plan	TBC	TBC	TBC	✓	TBC						
Kilwinning Locality																		
Dirrans area	KW	Kilwinning	DIRN	Dirrans, Bartonholm & Ninians Terrace, Seymour Avenue, Smith Crescent	2	Streetscape issues, quality of fencing	Upgrade fencing, provide in curtilage parking for tenants where feasible, streetscape improvements	192	91	47%		£130,000						
Fergushill Road Flats	KW	Kilwinning	CHIL	Fergushill Rd (flats)	1	Low demand flatted blocks, streetscape issues, anti-social behaviour issues	Identify programme of improvements, including render, lighting, bin stores and increased parking, where possible given ownership ratio.	28	20	71%		£50,000	£245,000	£200,000				
Hazelgrove	KW	Kilwinning	CHIL	Hazelgrove	3	Insufficient parking, roads and footpath condition issues	Improve parking provision and road and footpath condition, where possible given ownership ratio.	106	26	25%		£50,000						
Town Centre Flats (East), Kilwinning	KW	Kilwinning	KWTC	Church Street	2	Difficult to let flatted blocks, streetscape issues, anti-social behaviour issues	Identify programme of improvements, including render, lighting, bin stores and increased parking where possible given ownership ratio.	22	16	73%	✓						£400,000	£464,500
Town Centre Flats (West), Kilwinning	KW	Kilwinning	KWTC	Byres Road and Claremont Crescent	1	Difficult to let flatted blocks, streetscape issues, anti-social behaviour issues	Identify programme of improvements, including render, lighting, bin stores and increased parking where possible given ownership ratio.	51	34	67%	✓						£400,000	£295,000
Garnock Valley Locality																		

Barrmill														
Regeneration Project 3	GV	Barrmill	BML	Confidential	6	Low demand stock	Develop regeneration plan	38	24	63%		TBC		
Beith														
Garnock Valley Regeneration (Formerly Regeneration Projects 4,5 & 6)	GV	GV	GV	Acacia Drive, Baidland Avenue, Laburnum Avenue, Newhouse Drive	2	Four streets with low demand flatted properties	Re-house tenants, demolish flats, redevelop through SHIP where appropriate, provide additional parking and landscape where appropriate	48	48	100%		£211,124	£187,901	
North Coast Locality														
Fairlie														
Keppernburn Avenue	NC	Fairlie	FRLI	Keppernburn (garage site)	4	Under-occupied garage sites, insufficient parking	Maximise parking and upgrade fencing where possible given ownership ratio.	84	24	29%		£31,314		
Largs														
Royal Avenue / Holehouse Court	NC	Largs	LARG	Royal Avenue/Holehouse Road	4	Insufficient parking, fencing issues, mixed ownership blocks with poor physical appearance	Identify programme of improvements, including render, lighting, bin stores and increased parking where possible given ownership ratio.	78	39	50%		£300,000		
Skelmorlie														
Skelmorlie Parking	NC	Skelmorlie	SKML	Innes Park Rd	5	Insufficient parking	Maximise parking and upgrade fencing	127	30	24%		£70,000		
West Kilbride														
Simson Avenue	NC	West Kilbride	WKIL	Simson Ave	2	Under-occupied garage sites, insufficient parking, access to refuse area	Maximise parking, upgrade fencing and consider options for bin storage	76	52	68%		£65,000		
Three Towns Locality														
Ardrossan														
Burns Terrace & Chapelhill Mount	3T	Ardrossan	ADSS	Burns Terrace	2	Insufficient parking and fencing	Complete outstanding works from 2020/21 project, including maximise parking and upgrade fencing	223	107	48%				
Regeneration Project 7	3T	Ardrossan	'	Confidential	2	Low demand flats above retail units, parking, fencing	Develop regeneration plan	TBC	TBC	TBC	✓	£5,000	£42,500	£200,000
Regeneration Project 8	3T	Ardrossan	'	Confidential	1	Low demand flats above retail units, parking, fencing	Develop regeneration plan	TBC	TBC	TBC	✓		£185,000	£300,000
Regeneration Project 9	3T	Ardrossan	'	Confidential	1	Low demand flats	Develop regeneration plan	TBC	TBC	TBC		£187,600		

Saltcoats																		
Regeneration Project 10	3T	Saltcoats	'	Confidential	1	Blocks of low demand flats with anti-social behaviour issues	Develop regeneration plan	TBC	TBC	TBC		£500,000 £693,500						
Regeneration Project 11	3T	Saltcoats	'	Confidential	1	Block of low demand flats with anti-social behaviour issues	Develop regeneration plan	TBC	TBC	TBC		£187,000						
Regeneration Project 12	3T	Saltcoats	'	Confidential	2	Blocks of low demand flats, flats with retail units on ground floor	Develop regeneration plan	TBC	TBC	TBC		£342,500 £400,000						
Stevenston																		
Regeneration Project 14	3T	Stevenston	'	Confidential	1	Low demand flats, streetscape issues	Develop regeneration plan	TBC	TBC	TBC		£200,000 £155,723						
Regeneration Project 15	3T	Stevenston	'	Confidential	2	Low demand stock, flats with retail units on the ground floor, anti-social behaviour issues, lack of amenity space	Develop regeneration plan	TBC	TBC	TBC		TBC						
All Areas																		
Ad hoc projects	All	All	All	Various	N/A	Various small scale estate based issues	Smaller scale improvement projects identified outwith the wider programme.	-	-	TBC		£35,000	£35,000	£35,000	£35,000	£35,000	£35,000	
Fencing	All	All	All	Various	N/A	Estate management issues and poor visual appearance through lack of fencing.	Programme of fencing improvements to complement the EBRP.	-	-	TBC		£150,000	£150,000	£150,000	£150,000	£150,000	£150,000	
Management charges	N/A	N/A	N/A	N/A	N/A					N/A		£43,722	£45,034	£46,385	£47,777	£49,210	£50,686	£52,206
Total pa												£1,411,238	£1,600,535	£1,729,108	£1,712,777	£1,498,710	£929,186	£237,206
															Projects total	£9,118,759		
															Budget total	£8,822,155		

Cabinet

Title:	Rapid Rehousing Transition Plan Progress
Purpose:	To provide a year three update on the implementation of the North Ayrshire Rapid Rehousing Transition Plan, and to seek approval for the priorities identified for year four of the plan.
Recommendation:	It is recommended that Cabinet: <ul style="list-style-type: none">(i) considers the progress made to date in the implementation of the Rapid Rehousing Transition Plan.(ii) agree the priorities set for delivering the Rapid Rehousing Transition Plan during 2022/2023.

1. Executive Summary

- 1.1 The North Ayrshire Rapid Rehousing Transition Plan (RRTP) 2019-2024 was approved by Cabinet in March 2019, subject to Scottish Government funding.
- 1.2 Implementation of the RRTP is undertaken by a multi-agency task force chaired by the Head of Service for Housing and Public Protection.
- 1.3 There has been significant progress made in implementing the RRTP, which has resulted in the development and implementation of a range of inter-agency initiatives.

2. Background

- 2.1 The North Ayrshire Rapid Rehousing Transition Plan was approved by Cabinet in March 2019 and following review was awarded £1.196m of Scottish Government funding to deliver the five year plan.
- 2.2 The North Ayrshire multi-agency Homelessness Task Force, chaired by the Head of Service for Housing and Public Protection, is responsible for overseeing the implementation of the RRTP and monitoring of the budget.
- 2.3 The table below summarises the first three years' progress in implementing the plan.

RRTP Outcome	Progress – Year 3																
We will proactively prevent homelessness wherever it is possible to do so	<ul style="list-style-type: none">▪ We have increased funding to the Community Housing Advocacy Project to support people who are at risk of homelessness as a result of the cost-of-living crisis▪ We are working with private sector landlords to prevent the incidence of homelessness on receipt of a Section 11 notification (which advises the Council of their intention to evict a household)▪ We are working with Health Improvement Scotland to understand where prevention activities could intervene within Health systems to reduce the risk of crisis, and subsequently homelessness▪ We are undertaking a young persons' housing sustainability pilot within the Garnock Valley. New Council tenants under the age of 25 will be offered a package of support to improve their independent living skills, whilst ensuring that they understand the rights and responsibilities of having a tenancy. The pilot was temporarily paused as a result of COVID 19 and will resume again by March 2023.▪ The Violence Against Women Partnership have undertaken a range of activities within secondary schools to promote gender equality and to highlight the impact of gender-based violence▪ We developed a robust prison discharge protocol aligned to the national SHORE standards; implementation was delayed as a result of the pandemic, and has been rescheduled for delivery during 2022/2023																
We will reduce time spent in temporary accommodation	<p>From January to March 2020, we undertook a pilot of increased lets to homeless households within the following categories:</p> <ul style="list-style-type: none">• Households with children• Households in employment• Women experiencing violence <p>During the pandemic we extended the increased lets to all homeless households. Reducing our duration of homelessness from 26 weeks to 23 weeks.</p> <p>We have significantly reduced the time households spent in temporary accommodation as demonstrated below.</p> <table><tr><td></td><td></td><td>Dispersed Accommodation</td><td>Hostel Accommodation</td></tr><tr><td>Year</td><td>2019/20</td><td>109.5 days</td><td>20.7 days</td></tr><tr><td>Year</td><td>2020/21</td><td>102.3 days</td><td>16.6 days</td></tr><tr><td>Year</td><td>2021/22</td><td>93.2 days</td><td>6.7 days</td></tr></table>			Dispersed Accommodation	Hostel Accommodation	Year	2019/20	109.5 days	20.7 days	Year	2020/21	102.3 days	16.6 days	Year	2021/22	93.2 days	6.7 days
		Dispersed Accommodation	Hostel Accommodation														
Year	2019/20	109.5 days	20.7 days														
Year	2020/21	102.3 days	16.6 days														
Year	2021/22	93.2 days	6.7 days														

	<p>The time spent in dispersed accommodation has reduced by 15% and our time spent in hostel accommodation has reduced by 68% since the implementation of the RRTP.</p>
<p>We will reduce the number of hostel spaces and prioritise the use of dispersed accommodation</p>	<ul style="list-style-type: none"> ▪ We have reduced Hostel Accommodation in North Ayrshire by 53 bed spaces by closing both Green Street Hostel and Victoria House ▪ We worked in partnership with Women's Aid to reduce shared refuge accommodation in both Irvine and Kilbirnie, replacing them with dispersed accommodation ▪ We increased our level of dispersed temporary accommodation to accommodate the closure of both hostels, and in response to increased demand as a result of COVID-19. There is a lower rate of turnover in dispersed furnished accommodation than within hostel provision. It is therefore necessary to create a higher level of dispersed accommodation to facilitate hostel rooms being closed <p>We have committed to reducing our dispersed temporary accommodation to 115 units by year 5 of the RRTP. We currently have 240 units of dispersed accommodation and due to the level of demand, have not been able to reduce accommodation levels. We are focusing our resources on prevention and early intervention initiatives in an effort to reduce homelessness. Success of these initiatives will enable us to further reduce levels of temporary accommodation provision.</p>
<p>We will implement Housing First for our most complex disadvantaged service users.</p> <p>Target by the end of year 3:</p> <p>60 Housing First Tenancies</p>	<p>Working across the Community Planning Partnership, we aim to break the cycle of homelessness for people with the multiple and complex needs of addictions, mental health issues and offending behaviour by increasing the number of Housing First tenancies available.</p> <ul style="list-style-type: none"> ▪ An interagency team has been developed to deliver a coordinated response to support the above client group to sustain their mainstream accommodation and improve their life outcomes, including the objectives as detailed within our RRTP ▪ We had committed within the RRTP to set up 20 Housing First tenancies in Year 3, taking us to a total of 60. We have exceeded this target and reached 62 by the end of 2021/2022 ▪ During Year 3, we identified 22 Housing First clients utilising the criteria detailed within the RRTP and furnished all 22 tenancies at a cost of £77,000, using the funding made available from Scottish Government for this purpose. <p>Resources aligned to Housing First:</p>

- During 2021/2022 we created an additional Support Worker post as a resource to meet the demands of the increased caseload
- We have an agreement in place to consolidate the five years' funding provided by Scottish Government for the RRTP to maximise our opportunity to deliver on the full commitments as detailed within our RRTP
- We have completed recruitment of the specialist Mental Health and Addiction posts within the specialist Housing First Team
- We have procured a specialist 3rd sector advocacy and peer support service for our Housing First clients which focusses on both addictions and mental health. This contract commenced on 13th December 2021
- We have a dedicated resource within the Housing First Team providing advice and support to people who are at risk of homelessness from within Scottish prisons, identifying people who meet the criteria for Housing First on discharge and liaising with the integrated Housing First Support team to manage the transition between prison and Housing First Tenancy
- We continue to support Riverside Homes, who were awarded Scottish Government funding to enable them to provide Housing First support for families. The project which commenced in June 2021 currently provides direct support to 20 families with children, who are struggling to maintain their tenancy, or who have previously been through the homeless system
- We continue to focus on prison discharge as the main route into Housing First to try and break the link between homelessness and criminal activity (incarceration). As a result, 64% of the people being supported by the Housing First model come from a prison setting

Impact

We have resettled and supported 48 males (average age 36) and 14 females (average age of 36) into Housing First tenancies. All 62 households had previously been known to Homeless Services.

Our Housing First tenancy sustainment success rate is as follows:

- Year 1 (2019/2020) 67%
- Year 2 (2020/2021) 91%
- Year 3 (2021/2022) 92%

We recognise that the ongoing improvement is as a direct result of the integrated approach adopted as we have brought on more specialist provision.

In addition, we undertook a review after year one to identify learning. This resulted in a range of work being undertaken with partner agencies to ensure we had a community planning understanding of and response to Housing First. This included:

- Work undertaken with the Safer North Ayrshire Partnership, who now have Housing First included within the Safer North Ayrshire Strategy
- Training with local housing teams to expand their knowledge and understanding of both the Housing First programme and the support services available where issues arise
- We worked in partnership with Police Scotland (locality teams) to develop a shared understanding of the outcomes to be achieved; this informed our joint approach as issues arise on an individual basis
- We undertook training with the antisocial behaviour team to ensure that we responded jointly when negative behaviour became apparent, with a focus on resolving arising issues as opposed to enforcement action
- By involving the Health and Social Care Partnership and NHS Ayrshire and Arran in the Housing First Team, we have successfully communicated the needs of this client group across our health partners.
- Work was undertaken with Scottish Fire and Rescue which resulted in the undertaking of Fire Safety assessments within every Housing First tenancy
- We work alongside voluntary organisations ensuring they are cognisant with the programme; this has resulted in their support in providing both services and goods as required
- The North Ayrshire food bank provides vouchers for our Housing First tenants
- The latest service recruited into the Housing First programme is Turning Point Scotland who offer a Peer Support service for our Housing First tenants. The service works in tandem with the existing Prevention Early Intervention and Recovery (PEAR) delivered by Addiction services

We will shift funding towards flexible floating Housing Support services	<ul style="list-style-type: none"> ▪ We have successfully integrated the Housing Support Service previously provided by Barnardo's with the North Ayrshire Housing Support Service, ensuring a focused and consistent approach to the delivery of services in line with both the RRTP and the Local Housing Strategy ▪ The Health and Social Care Partnership have provided funding in kind by way of specialist training for the Housing First Support Workers
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2.4 The table below details the emerging priorities for year four of the RRTP.

RRTP outcome	Priorities – Year 4
We will proactively prevent homelessness wherever it is possible to do so	<ul style="list-style-type: none"> ▪ We will implement the prison discharge protocol to reduce the risk of homelessness on discharge ▪ We will work with partners to review and update the hospital discharge protocols to ensure people are not homeless on discharge ▪ We will finalise the review of the throughcare protocol to ensure young people leaving care have pathways into housing and therefore do not become homeless ▪ We will consider emerging best practice and review how we deliver services to reduce the risk of homelessness through prevention and early intervention ▪ We will maximise tenancy sustainment by ensuring that new and existing tenants have access to the support they require ▪ We will continue to work with partners to reduce the incidence of domestic violence
We will reduce time spent in temporary accommodation	<ul style="list-style-type: none"> ▪ We will continue to monitor the time spent in temporary accommodation and will review the factors which impact on the duration
We will reduce the level of dispersed accommodation	<ul style="list-style-type: none"> ▪ We will reduce temporary dispersed accommodation by 10 units by the end of year 5 of the plan
We will implement Housing First for our most complex disadvantaged service users	<ul style="list-style-type: none"> ▪ We will increase the number of Housing First Tenancies created to 80 ▪ We will increase the support provision by recruiting one additional Housing First Support Officer post (funded by the Scottish Government RRTP funding via the Ending Homelessness Together Fund)
We will shift funding towards flexible floating Housing Support services	<ul style="list-style-type: none"> ▪ This objective has been met as detailed within the table above at 2.3

3. Proposals

3.1 It is proposed that Cabinet:

- (i) considers the significant progress made to date in implementing the North Ayrshire RRTP, as detailed at para 2.3; and
- (ii) approves the year 4 priorities as detailed at para 2.4 of this paper.

4. Implications/Socio-economic Duty

Financial

4.1 The RRTP is funded by the Scottish Government on an annual basis via the Ending Homelessness together fund.

Any reduction in the number of dispersed furnished flats will result in a reduction in rental income which will require to be offset by reduced expenditure across the service.

Human Resources

4.2 The majority of Housing First resources to date have been provided within existing housing budgets, as we have realigned staffing resources to focus on this work. Support provision will be increased with the appointment of an additional Housing First Support Officer post (funded via the Scottish Government Ending Homelessness Together Fund).

Legal

4.3 The Council has a statutory responsibility to prevent and alleviate homelessness. The implementation of the Rapid Rehousing Transition Plan assists with the delivery of this duty.

Equality/Socio-economic

4.4 The expansion of homeless prevention activities reduces the risk of crisis for households in the most socially deprived demographic. The Housing First programme works to support people with complex needs back into training and employment, reducing the dependence on welfare benefits and improving life outcomes.

Climate Change and Carbon

4.5 None.

Key Priorities

4.6 The Housing First element of the RRTP supports the Council priority 'North Ayrshire residents and communities are safe' by breaking the cycle of homelessness and criminal behaviour, working to support households with complex issues to engage with support and wider service provision. It also supports the Council priority 'North Ayrshire has an inclusive, growing and enterprising economy' as it works to engage vulnerable people with training, education and employment opportunities.

The RRTP supports the Council priority 'North Ayrshire's residents and communities enjoy good life-long health and well-being' as it works to tackle inequality, ensuring vulnerable people have access to services, employment opportunities and housing. It also supports the Council priority 'North Ayrshire has homes that meet our residents' needs as it works to deliver sustainable housing outcomes which meet people's needs and aspirations.

Community Wealth Building

4.7 None.

5. Consultation

- 5.1 A range of consultation has been undertaken with service users, staff and partners via Homeless Network Scotland and Health Improvement Scotland and directly with the Scottish Government to inform the RRTP priorities.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Janeine Barrett, Senior Manager (Homelessness and Community Safety)** on 01294 314600

Background Papers

1 - North Ayrshire Rapid Rehousing Transition Plan 2019 -2024

Cabinet

Title:	Roads Winter Service and Weather Emergencies Plan 2022/23
Purpose:	To seek approval from Cabinet for the Roads Winter Service and Weather Emergencies Plan 2022/23.
Recommendation:	That Cabinet (a) approves the Roads Winter Service and Weather Emergencies Plan 2022/23 and (b) notes the preparations and developments contained in the Winter Preparation Action Plan.

1. Executive Summary

- 1.1 North Ayrshire Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.
- 1.2 The Council is also responsible for the management and operation of the coastal flood protection controls at Largs and Saltcoats. The Council will close the flood gates on the promenades and erect the flood barriers at Largs Pier in advance of predicted severe weather with minimum disruption to promenade users and the Largs to Cumbrae ferry. Coastal flooding can occur at any time and, accordingly, the Council provides this service throughout the year.
- 1.3 A review of the Council's Winter & Weather Emergencies Service was undertaken over the summer months. The 2022/23 Winter Preparation Action Plan has been developed to ensure adequate preparations and effective arrangements are in place for 2022/23. The Winter Preparation Action Plan is included at Appendix 1.
- 1.4 The Roads Winter Service and Weather Emergencies Plan 2022/23 is contained at Appendix 2.

2. Background

- 2.1 In its statutory role as the local Roads Authority, the aim of North Ayrshire Council in respect of its winter service and weather emergencies is to:
 - provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions.
 - establish a pattern of working which will keep delays, diversions, or road closures to a minimum during adverse weather conditions.
 - conduct operations having regard to the requirements of the Health & Safety at Work Act 1974 and any other relevant enactments.
- 2.2 Separately, the Trunk Road Network is the responsibility of Transport Scotland and their management contractor, Amey. The Trunk Road network includes the A78, the

A737 from Kilwinning to the Renfrewshire Boundary and A738 from the Pennyburn Roundabout to the A737 Dalry Road, Kilwinning.

- 2.3 All winter gritting and snow clearing operations on the Trunk Road Network are the responsibility of Amey. The Council's Roads Team do however liaise on a regular basis with the trunk road operator during periods of adverse weather in order to provide the best possible seamless service to the travelling public.
- 2.4 The Council's current updated Winter Preparation Action Plan 2022/23 highlights a number of key areas where preparation arrangements are being reviewed and refreshed:
- Salt supply resilience, storage and capacity
 - Resilience arrangements
 - Grit bins/community resilience
- 2.5 Whilst the Council's primary focus is on our Priority Network, our communities have an expectation of wider assistance during extreme weather, for example in and around schools, in residential streets, car parking areas etc. There are approximately 500 grit bins provided on the road network. Salt is also available from a number of supply points throughout the Council area. Details of planned winter treatments are posted on the Council's website. In addition, details of disruption to the road network caused by adverse weather are also posted on the website. In periods of severe weather Elected Members are also provided with regular service updates.
- 2.6 The Council's gritting routes have been developed from thermal mapping of the road network. Thermal mapping is a process by which the variation of minimum night-time road surface temperature is measured, and this provides the temperature relationship across the whole network, identifying those sections of the road which are likely to freeze first. Thermal Mapping identifies colder roads and enables selective targeting of those areas in need of treatment. While our gritting routes are unchanged for this winter the de-trunked section of the now de-trunked section of the A737 through Dalry has been added to the Council's gritting routes. Details of each Priority route are provided on the Council's web pages at: <http://www.north-ayrshire.gov.uk/roads-and-travel/winter-gritting.aspx>
- 2.7 A total of 65% of the road network will receive planned treatments. The remaining 35% of the road network, comprising of minor rural and residential roads, is covered by Priority 3 routes. All routes will continue to be monitored and reviewed over the winter period and amended where necessary.
- 2.8 Priority 1 routes will be treated on receipt of an adverse weather forecast as detailed in the decision-making matrix contained in Appendix C of the Winter Service and Weather Emergencies Plan 2022/23.
- 2.9 Priority 2 routes will be treated in addition to Priority 1 routes when sub-zero temperatures are forecast to extend beyond midday and will be treated following completion of Priority 1 routes. Generally, the treatment of Priority 2 routes will commence at 8.00am however appropriate treatment may be instructed at any time depending on conditions.
- 2.10 Priority 3 routes will generally only be treated following severe weather or when sub-zero conditions are forecast to continue over an extended period. They will be treated as resources permit only after all Priority 1 and Priority 2 routes are clear unless identified as an emergency.

- 2.11 Operational resources from Commercial Services (Roads) and Streetscene will be provided for the Winter and Weather Emergencies Service. The stand-by period for carriageway treatments will be 20 October 2022 until 13 April 2023. This period may be extended beyond the given dates if required. These arrangements include home stand-by which is activated by the designated Winter Supervisor when instructed by the Winter Controller or as the result of hazardous road conditions being reported. Arrangements have also been made with Streetscene to assist with the treatment of priority footways over the winter season and stand-by arrangements are also in place with Streetscene to treat footways when necessary, at weekends from 19 November 2022 through to 5 February 2023 and over the festive holiday period. Generally, the treatment of footways will commence at 8.00am.
- 2.12 Last winter season, which was generally a mild winter the Service used approximately 5,014 tonnes of salt treating the road network, compared to approximately 8,153 tonnes of salt during the winter of 2020/21. A total of 7,000 tonnes of salt will be stored at our Goldcraigs Depot and 2400 tonnes at our Market Road depot on Arran, complying with the salt stock levels agreed with the West of Scotland Regional Resilience Partnership (WoSRRP). In addition, salt will be distributed to Streetscene Depots to assist with the treatment of footways. Salt usage will be monitored weekly and stocks will be augmented if necessary.
- 2.13 The role of communities to provide their own resilience is recognised and grit bins will be replenished to allow communities to self-help during periods of adverse weather within available resources over the winter period.
- 2.14 Similar to last winter, winter treatment decisions and any road closures due to adverse weather will be provided on the Council's website.
- 2.15 A pre-winter planning meeting was held on 30 September 2022 with Managers from across Council Services. This meeting was held to ensure Services are taking the necessary steps to prepare for the severities of winter weather.
- 2.16 A planning exercise known as the 'dry run' was carried out on 7 October 2022 to check our readiness for the forthcoming winter season.
- 2.17 The weather stations on the A760 at Catburn, between Largs and Kilbirnie, and on the B880 String Road, Arran have been serviced and calibrated and will assist Winter Controllers and Supervisors in monitoring weather conditions. Cameras are fitted on the weather stations and images from these are available to members of the public through the Council's website.
- 2.18 Each year, a Winter Preparation Action Plan is created to ensure adequate and appropriate arrangements are being put in place for the forthcoming winter. The 2022/23 Action Plan detailed at Appendix 1 confirms all planned actions are either complete or are on target.
- 2.19 A minimum resilience network has been developed should we face resourcing challenges similar to those experienced due to the pandemic.

3. Proposals

- 3.1 Cabinet is asked to approve the Roads Winter Service and Weather Emergencies Plan 2022/23 and note the preparations undertaken as detailed in the attached 2022/23 Winter Preparation Action Plan.

4. Implications/Socio-economic Duty_

Financial

- 4.1 A budget of £0.510m has been allocated for the delivery of the Roads Winter Service and Weather Emergencies Plan 2022/23.

Human Resources

- 4.2 The Winter Service and Weather Emergencies Plan will be delivered within existing resources.

Legal

- 4.3 The Council has a statutory obligation under Section 34 of the Roads (Scotland) Act 1984 "to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads".

Equality/Socio-economic

- 4.4 The delivery of the Winter Service maintains accessibility to our towns and communities and supports social and economic activity.

Climate Change and Carbon

- 4.5 This report provides details of operational arrangements in place for responding to Climate and related weather emergency incidents. There are no carbon issues arising directly as a result of this report.

Key Priorities

- 4.6 Delivery of the winter service supports the Council Plan priority of keeping North Ayrshire residents safe.

Community Wealth Building

- 4.7 Delivery of the Winter and Weather Emergencies Service supports Community Wealth Building by maintaining a resilient road network enabling access to employment and movement of goods and services.

5 Consultation

- 5.1 Consultation regarding preparations for the forthcoming winter season and the development of the Winter Action Plan was undertaken with The Ayrshire Civil Contingencies Team, Transport, Streetscene, Waste Services, Communications, Customer Services, North Ayrshire Health and Social Care Partnership, Education, Housing, Criminal Justice, suppliers, and external organisations

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Thomas Reaney, Head of Commercial Services** on **01294 324570**.

Background Papers

Appendix 1 – Winter Preparation Action Plan 2022-23

Appendix 2 – Winter Service 2022-23

COMMERCIAL SERVICES - 2022/23 WINTER PREPARATION ACTION PLAN

Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
1.0 Policies, Procedures & Guidance				
1.1 Review Existing Policy and Procedures document	Winter and Weather Emergencies Procedures and Resources Document reviewed on annual basis.	Review annually after each Winter Period.	September 2022	Complete
2.0 Review of Existing Winter Maintenance Operations				
2.1 Existing Priority Gritting Routes	Priority 1 routes cover 44% of the network, Priority 2 routes cover 21% of the network.	No changes proposed, review annually.	September 2022	Complete
2.2 Non-Priority Routes	Priority 3 routes are treated following an extended cold spell or following severe weather.	No changes.	September 2022	Complete
2.3 Footway Gritting	Formal arrangement with Streetscene for assisting with reactive delivery of the winter service.	Review annually. No changes proposed.	September 2022	Complete
2.4 Assistance from outside parties	Formal arrangement in place with local contractors and farmers to assist in the event of extreme weather conditions.	Review annually. Arrangements made for a contractor to provide Gritting on Cumbrae for this winter.	September 2022	Complete
Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
2.5 Gritting of other Council locations	Education and Housing have arrangements in place with Streetscene and Community Justice for assistance with snow clearing and gritting.	Review arrangements annually. No changes proposed.	September 2022	Complete

2.6	Network Resilience	Resilience network developed should drivers be depleted in extreme situations (eg. The Pandemic) Mutual aid arrangements established with neighbouring authorities.	Review annually	October 2022	Complete
3.0	Winter Gritting Fleet				
3.1	Winter Gritting Fleet	The gritting fleet comprise 13 No. 18 tonne Econ Uni-Bodies and 1 No 7.5 Tonne Econ Uni-Bodies and 1 Trailer Gritter.	Vehicles to be serviced and gritter units to be calibrated.	September 2022	Complete
4.0	Operational Controls				
4.1	Weather forecast provision	The Council's weather forecast service is currently procured by means of a collaborative contract with 12 other Local Authorities in the South West of Scotland.	Contract was awarded to DTN, for 4 years + 2 year extension option, commencing September 2017. Contract extended to September 2023.	September 2022	Complete
4.2	Ice Prediction methods	North Ayrshire Council has two weather stations installed on the road network and has access to a further two weather stations in the Council area, provided by Transport Scotland, on the trunk road network. We also have access to a number of additional weather stations on our neighbouring authorities' road network.	Stations to be serviced and calibrated for start of winter season.	September 2022	Complete

Service Improvement Action	Existing Operation	Proposed Action	Timescale	Progress
4.3 Winter Gritting Records	Records of winter instructions and operations recorded on Vaisala Manager - Winter Roads Management System. Record footway treatments undertaken.	Continue to record roads winter actions on Vaisala Manager - Winter Roads Management System.	September 2022	Complete
4.4 Business Continuity	The provision of Winter and Weather Emergencies Procedures and Resources document is included within the Business Continuity Plan.	Review Business Continuity Plan.	Review Annually	Complete
5.0 Salt				
5.1 Salt Storage	Ensure salt stock complies with Scottish Government resilience levels prior to the onset of the winter season.	7000 Tonnes of salt to be stored at Goldcraigs Depot and 2400 tonnes to be stored on Arran for start of winter season.	Review Annually	Complete
5.2 Salt Distribution	Procedure implemented for salt distribution throughout Council Services in place at Depot.	Review and ensure all staff are aware of procedures annually.	Review Annually	Complete
6.0 Communication				
6.1 Information available to Members, Council Services, general public and other stakeholders	Weather forecasts and winter decisions distributed across Services.	Issue information to Locality Planning Partnerships.	Oct/Nov 2022	On target
	Roads winter gritting decision posted on Council Website.	Continue to provide information on the Council website.	Review Annually	Complete
	Details of any road closures due to adverse weather posted on Website.	Monitor effectiveness of information provided on the Council website.	Review Annually	On target
		Promote Roads Winter Service during Customer Services Week and Are You Ready for Winter campaign.	Oct/Nov 2022	On target

7.0 Measuring Performance				
7.1 Monitor performance of winter actions	Performance is currently measured using APSE Performance indicators which measure efficiency in relation to documented procedures.	Review annually.	October 2022	On target
7.2 Monitor performance on individual routes	Gritting routes optimised following thermal mapping exercise undertaken during winter season 2018/19.	No changes proposed, review annually.	September 2022	Complete
7.3 Improve efficiency of gritting operations	Winter decisions are made based on thermal mapping exercise carried out during winter 2018/19.	No changes proposed, review annually.	September 2022	Complete
8.0 Training				
8.1 Winter Service Training	Staff trained in delivery of winter service.	Identify training needs of personnel involved with the provision of the winter maintenance service. Arrange appropriate training.	Review Annually	Complete
8.2 Severe Weather Exercise	Ayrshire Local Resilience Partnership arranged a Severe Weather tabletop exercise in September 2018.	Appropriate attendance at ALRP exercises as arranged.	September 2022	Complete
9.0 Health & Safety				
9.1 Toolbox Talks	Toolbox talks are delivered to all personnel engaged in the delivery of the winter maintenance service.	Review annually and provide toolbox talk at the start of each winter.	Annually	Complete



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

Commercial Services

Roads Winter Service and Weather Emergencies Plan

2022 – 2023

Cunninghame House
IRVINE
Ayrshire KA12 8EE
Tel: 01294-310000

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Appendix J - Bridges with weight or height restrictions

Appendix K - Arrangements with other Authorities

Appendix L - Grit Bin Policy and Procedure

Appendix M - Resilience Network

1. INTRODUCTION

North Ayrshire Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.

In its statutory role as the local Roads Authority, the aim of North Ayrshire Council in respect of its winter service and weather emergencies is to:-

- (i) provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions.
- (ii) establish a pattern of working which will keep delays, diversions, or road closures to a minimum during adverse weather conditions.
- (iii) conduct operations having regard to the requirements of the Health & Safety at Work Act 1974 and any other relevant enactments.

This Plan only relates to the Council's duties as Roads Authority and does not cover the wider response of the Council during winter and other weather emergencies.

North Ayrshire Council has no responsibility for the treatment of trunk roads. From 1st April 2001, the contract for management and maintenance of the trunk roads in Scotland has been awarded by the Scottish Government to the private sector. The successful contractor for the South West of Scotland is Amey and the roads involved in North Ayrshire are as follows:-

A78 full length from Meadowhead roundabout, Dundonald to Inverclyde boundary at Skelmorlie.

A737 Dalry Road, Kilwinning to Renfrewshire boundary.

A738 Pennyburn roundabout to A737 Dalry Road, Kilwinning

All winter gritting and snow clearing operations on these roads will be the responsibility of Amey. North Ayrshire Council's Commercial Services (Roads) and Amey liaise on a regular basis during periods of adverse weather in order to provide the best possible service to the travelling public.

North Ayrshire Council is also responsible for the management and operation of the coastal flood protection controls at Largs and Saltcoats. The Council will close the flood gates on the promenade and erect the flood barriers at Largs Pier in advance of predicted severe weather with minimum disruption to promenade users and the Largs to Cumbrae ferry. Coastal flooding can occur at any time and, accordingly, the Council will provide this service throughout the year.

In the event of extreme weather similar to that which was experienced on Arran late March 2013 where major disruption affects large parts of the community, a coordinated response is adopted by the Council to ensure public safety. In dealing

with such emergencies, the Police initially lead the emergency or response stage of the emergency. Thereafter, the Council leads the recovery stage. Generally, there are 3 levels of Civil Contingencies response. There is a strategic group at National or Strathclyde wide level, a tactical group at North Ayrshire level and an operational group at local level.

The Ayrshire Civil Contingencies Team (ACCT) act as lead for the Council and implement the Civil Contingencies Plan liaising with all relevant Stakeholders identified within the Plan.

2. PRIORITIES FOR WINTER TREATMENT

North Ayrshire Council has defined the priorities for carriageway and footway/footpath treatment as follows:

2.1.1 Carriageway Priorities

Where slush is formed, this shall be removed as soon as practicable to avoid the risk of rutting should there be a further significant fall in road temperatures which might result in freezing conditions.

2.1.2 Carriageway Routes for Proactive Treatment

Priority 1 – Strategic, Main Distributor and Distributor routes, bus routes and certain pre-determined Secondary Distributor routes identified from the Local Transport Strategy (LTS) will be treated when it is forecast that snow or ice is likely to be present on road surfaces.

Due to the various climatic domains within North Ayrshire the Priority 1 routes may be adjusted to cover either the four pre-determined Inland Routes or two pre-determined High Routes which all currently form part of our existing Priority Network.

Priority 1 gritting routes are available on the Council website (See Appendix A).

2.1.3 Carriageway Routes for Reactive Treatment

- a) **Priority 2** – Remaining Secondary Distributor, local access and residential distributor roads.

Given the presence of ice and snow Priority 2 routes may be treated during normal working hours as resources permit when sub-zero temperatures are forecast to continue beyond midday following completion of Priority 1 routes.

- b) **Priority 3** – The remaining road network including minor rural unclassified routes and remaining residential areas not already covered

Priority 3 routes will be treated as resources permit when sub-zero conditions are forecast to continue over an extended period only after all Priority 1 and Priority 2 routes are clear unless it is identified as an emergency.

2.1.4 Carriageway Routes for Snow Clearance

On receipt of a weather warning predicting medium (25 - 100 mm deep) or heavy (over 100 mm deep) snowfalls, the Senior Manager (Network) where appropriate, will recall to depots such vehicles capable of being equipped with snowploughs.

While snow is still falling the Strategic and Main Distributor Network will be prioritised for ploughing and treatment in order to target resources and to keep these routes open for traffic.

After snow has stopped falling but is lying, the remaining Priority 1 precautionary routes will be ploughed and treated before commencing ploughing and treatment on Priority 2 and Priority 3 routes as resources and conditions permit.

2.1.5 Cumbrae

There are no Roads Operatives based on the Isle of Cumbrae, however contract arrangements have been made to carry out gritting operations on the Island.

2.2 Footway/Footpath Priorities

With limited resources available footways and footpaths will only be treated when considered necessary (e.g. heavy snowfall or extensive icing). They will normally only be treated during normal working hours (commencing from 8:00am), but arrangements are in place to undertake emergency work out of normal working hours, weekends and public holidays in extreme circumstances.

Generally, treatment of footways and footpaths will be reactionary and not pre-planned, and where possible work will be undertaken during normal working hours.

When treatment is instructed the following priorities will apply:-

Priority 1 Routes will be considered for treatment if it is forecast that ice or snow is likely to be present or where surfaces are wet with temperatures forecast to remain below zero until 10:00am the next working day.

Priority 1 Routes - Urban shopping areas and precincts, footway access to schools, emergency facilities including fire and rescue, police and ambulance services, hospitals, sheltered housing, doctors surgeries and health centres etc;

Priority 2 routes will be treated if it is forecast that ice or snow is likely to be present with temperatures forecast to remain below zero for a prolonged period only after priority 1 routes are clear.

Priority 2 Routes - Steep hills on main distributor and residential distributor routes, routes to bus stops etc, only after all Priority 1 have been cleared;

Priority 3 routes will be treated if it is forecast that ice or snow is likely to be present with temperatures forecast to remain below zero for a prolonged period only after priority 1 and 2 routes are clear.

Priority 3 Routes - Other areas of high pedestrian concentration.

Streetscene staff will assist with the treatment of footways.

In order to maximise coverage on footways, generally only one side of a road will be initially treated.

It is not possible for the Council to treat all footways and footpaths within North Ayrshire. As such the Council encourages the community to participate in self help, through the use of grit bins which can be requested through the grit bin application process. Grit bins will only be allocated where it has been assessed and deemed as an appropriate location by the Council.

2.3 Cycle Routes

With limited manpower resources no treatment will be carried out on off road cycle routes.

2.4 Response and Treatment Times

Routine precautionary salting of priority 1 carriageway routes should be completed within 3 hours of the planned start time. For emergency or unplanned salting the start time from leaving the depot shall be no more than 1 hour.

3. ORGANISATION

The Head of Commercial Services is responsible for specifying the level of winter service required based on approval from the Council. The Senior Manager (Network) is responsible for implementing this service.

A duty Winter Controller and Winter Supervisor will be appointed by the Senior Manager (Network) for the whole of the winter period covered by these procedures (mid-October to early April)

4. NORTH AYRSHIRE COUNCIL RESOURCES (ROADS)

4.1 General

Following approval from the Council, it is the responsibility of the Head of Commercial Services to define the level of service to be provided within their sphere of operations and to issue appropriate instructions to the Senior Manager (Network) to provide the necessary labour and plant for winter operations. This level of service will be based on the national Code of Practice for Well Managed Highway Infrastructure (see Appendix B).

The level of winter treatment is established utilizing the weather forecasts provided by DTN in accordance with the winter treatment matrix (Appendix C).

The Senior Manager (Network) shall thereafter be responsible for advising the Head of Service of any matters which may affect his ability to deal with adverse weather conditions e.g. labour disputes, extensive plant breakdowns etc.

Labour resources from Commercial Services (Roads) will be provided for the Winter and Weather Emergencies Service. The stand-by period will be 20th October 2022 until 13th April 2023. This period may be extended beyond the given dates if conditions warrant such action. These arrangements include home stand-by which is activated by the designated Winter Supervisor when instructed by the Winter Controller or as the result of hazardous road conditions being reported.

4.2 Labour

A proportion of the roads labour force will be on stand-by for winter service operations out of normal working hours, with the remainder on call out as necessary. This allows evening and early morning precautionary salting to be carried out on our priority carriageway network to treat dangerous roads before the morning rush hour.

In determining the labour resources required for the winter service, cognisance is taken of the key objective to treat all priority routes before the commencement of the morning peak period.

4.3 Vehicle Plant and Equipment

Prior to commencement of winter service operations, the Senior Manager (Network) will ensure that all equipment for salting roads and snow clearing is in working order and, where appropriate, that ancillary items can be fitted to vehicles without difficulty, e.g. ploughs set up on blocks to facilitate assembly. The above procedure should also be applied to vehicles and plant available under contract for the winter service.

The Senior Manager (Network) will ensure that all vehicles engaged in the winter service are equipped with radios or other appropriate communication devices to allow contact to be maintained between the depot and operators. Superintendents have mobile telephones. There is also vehicle tracking system fitted and operational in all vehicles to reduce the risk associated with gritting operations.

A summary of labour, vehicles, plant, and equipment available for the winter service work is detailed in Appendix D.

Once per year the Senior Manager (Network), will organise a trial closure of the flood gates and erection of the de-mountable barriers at the Largs and Saltcoats flood protection controls. This is to ensure that the gates and barriers remain in full working order and that all staff are familiar with the process.

4.4 Salt

Salt is purchased through a Scotland Excel annual purchase contract. Mainland salt deliveries are stored in the salt barn within the Goldcraigs Depot. Salt on Arran is stored in the open at the Roads Depot in Market Road, Brodick.

During the season, the Senior Manager (Network) will arrange for a weekly check to be made on the amount of salt used and for stocks to be augmented as necessary. There is a procedure in place at the depot to strictly control salt distribution. All vehicles are tagged and must cross the weighbridge to accurately record salt usage. This includes salt distributed to Streetscene and contractors assisting with winter service delivery.

Small quantities of salt are available for issue free of charge to the public, subject to residents supplying a suitable container. Details of locations of community grit bins where small quantities of salt are available are given in Appendix E

The planned salt stock level at commencement of winter is given in Appendix F.

In the event of prolonged severe weather, the Council has a salt resilience plan (Appendix G), which will be implemented if conditions require.

5. OTHER RESOURCES

During adverse weather conditions, the Senior Manager (Network), (after consultation with the Head of Commercial Services), shall, if necessary, augment his resources by the use of personnel from Streetscene and external contractors at rates agreed prior to engagement through a framework contract. The Head of Commercial Services should be advised, as soon as practicable, of external resources engaged as a result of decisions made outwith normal working hours.

The Senior Manager (Network) will provide a supply of salt to Streetscene and external contractors where appropriate to permit the treatment of agreed footways/footpaths. This will be managed through a salt management system based at Goldcraigs Roads Depot.

6. WEATHER FORECASTING

North Ayrshire Council, through a collaborative contract led by South Lanarkshire Council, has appointed DTN, as their weather forecast provider. During the winter service period DTN will provide a weather forecasting service and monitor road and weather conditions.

The forecasters receive, monitor and interpret, climatic, ice prediction and weather radar information on a continuous basis and provide detailed weather forecasts on a daily basis during the whole winter period.

SEPA operate a coastal flood warning system for the Firth of Clyde. If storm surges and coastal flooding are predicted, SEPA provide advance warning to the Council by e-mail and also through their Floodline service which is available on their website or by phone. This service is available all year round.

7. DECISION MAKING

The Senior Manager (Network) will appoint suitably trained and experienced personnel as Winter Controllers.

During the winter season the Winter Controller will receive the weather forecast around 12.00 hours and decide on the treatment to be carried out. The Winter Controller will check the treatment decision of neighbouring authorities for consistency and reconsider if necessary. The weather forecast provider will provide an evening forecast around 18.00 hours and if this update indicates any change in the forecast the Winter Controller will amend the decision accordingly and advise the Winter Supervisor.

For out of office hours, Saturdays, Sundays and public holidays the Senior Manager (Network) shall provide the weather forecast provider with contact telephone numbers of the on duty Winter Controller. If the forecast conditions change from good to adverse at any time, then the weather forecast provider will phone the Winter Controller either at work or at home as appropriate. Thereafter, it is the responsibility of the Winter Controller to take action including the calling out of stand-by squads to undertake salting/snow clearing.

Winter Controllers have the facility at any time to contact the weather forecast provider for advice or clarification of forecasts. These arrangements will be in place from 6 October 2022 until 13 April 2023 and these dates can be extended if required.

The decision making process is illustrated in Appendices B & C.

The Head of Commercial Services will appoint suitably trained staff and experienced personnel to manage the coastal flood prevention schemes at Largs and Saltcoats. During the winter season, this will be the Winter Controller.

8. ICE PREDICTION

In addition to the weather forecast information, the Council has available further information from sensors which have been installed at the locations listed below:-

- A78 Ardrossan
- A737 Highfield
- A760 Catburn
- A735 Near Dunlop
- B880 Arran, summit of The String

The sensors provide current details of road and air temperatures and indicate the presence of moisture, thereby identifying locations that icing has occurred or where there is a risk that icing will occur.

By utilising the data from these sensors the weather forecast provider is able to supplement their forecast by producing site specific forecasts. The above information is available to the Winter Controller via computer link 24 hours a day throughout the winter period.

9. ROAD CONDITION REPORTS

During periods of adverse weather, the Senior Manager (Network) shall receive reports on road conditions from the Winter Supervisor by 09.45 hours. These reports should be updated as necessary depending on changing circumstances.

10. COMMUNICATIONS

The Head of Commercial Services or nominated senior manager will deal with statements to the Press, Radio and Television regarding road conditions throughout the area. The Council's Communication team will assist, and may take the lead role depending on the nature of any significant event.

General advice and information, along with timeous service updates, will be placed on the Council's website.

The Head of Commercial Services (or nominated senior officer) will ensure that all staff involved in communication with members of the public are fully briefed with consistent and accurate information.

A protocol has been agreed by the West of Scotland Regional Resilience Partnership (WoS RRP) and Ayrshire Civil Contingencies Team (ACCT) for the transfer of information in relation to Winter and Weather Emergencies.

The Council's daily winter decisions are available for the public and can be accessed via the Council's website. Any winter and weather emergencies can be reported to North Ayrshire Council and the Trunk Road Operators using the contact information contained within Appendix H.

The distribution list for winter weather emergencies can be found under Appendix I.

11. ROAD CLOSURES

Where it is considered that a road is rendered unsafe due to adverse winter conditions then the Police or persons acting on behalf of the Chief Constable will arrange to have the road closed and advise the on-duty Winter Supervisor as soon as possible of their actions. The Winter Supervisor will advise the Winter Controller/Senior Manager (Network) of any road closures. Appropriate measures will also be taken to re-direct traffic and to ensure that the necessary signs are put in place. When the road affected is a through route the adjoining Councils will be kept informed. Police will advise the other emergency services (Ambulance & Fire) of the closures.

Prior to signing diversionary routes, the capacity of the roads and the headroom and weight restrictions of structures should be checked with the Winter Controller to ensure that they are adequate (see Appendix J).

12. LIAISON WITH THE POLICE

Commercial Services (Roads) will ensure close liaison with the Police, particularly during periods of severe weather.

Where practicable, the Police will be informed in advance of North Ayrshire Council's proposed operations. Similarly, arrangements have been made for exchanging information on proposed actions with neighbouring authorities and the trunk road operating company.

Where necessary the service will request appropriate assistance from the Police when moving equipment, arranging road closures, and dealing with abandoned vehicles.

Reports from the Police regarding dangerous road conditions should be acted upon by the Winter Supervisor as soon as practicable, having regard to priorities in this document and the conditions pertaining throughout the area.

13. AYRSHIRE LOCAL RESILIENCE PARTNERSHIP (ALRP) DISRUPTIVE WEATHER RESPONSE ARRANGEMENTS

There have been a number of occasions when severe weather including high winds, heavy rain and snow has caused disruption to communities and services in Ayrshire. Arrangements are in place where partner organisations can trigger the ALRP Disruptive Weather Response Arrangements. The purpose of these arrangements are:-

- To protect human life, property, and the environment
- To implement a professional and co-ordinated multi-agency response to the incident in conjunction with our communities
- To maintain wider public confidence in the multi-agency response and minimise general community and infrastructure impact
- To ensuring that all possible measures are in place to protect vulnerable or displaced members of the community
- To supporting effective public communication in regard to the incident along the principles of warning and informing
- To ensure awareness of the potential impact of events out with Ayrshire on the local multi-agency response
- To ensuring that organisational and partnership learning points are captured to ensure a continuing focus on safeguarding the public

14. CROSS BOUNDARY ARRANGEMENTS

Because the Council boundaries do not always coincide with convenient turning points at the end of gritting routes, arrangements have been drawn up with all adjacent authorities for the gritting routes to be continued short distances to appropriate turning points. See (Appendix K).

15. VEHICLE ROUTES

A thermal mapping exercise was undertaken on North Ayrshire's road network over winter season 2018/19 and routes have been developed by the Roads Service on the basis of the priorities listed in Section 2. However, in order to minimise unproductive mileage, some roads in a lower category may be treated out of sequence. This may also occur when conditions vary throughout the area.

A complete set of route cards will be kept in the Commercial Services (Roads) offices, with a duplicate set being held in Goldcraigs Depot.

Treatment of precautionary carriageway salting routes should be completed within three hours of planned start time under routine conditions. When the Winter Controller instructs immediate winter service operations, the response time to start treatment should be within one hour.

It should be noted that gritting routes are either at or close to capacity and it is unlikely that any additions to routes could be considered without additional finance and human resources.

16. PRECAUTIONARY SALTING

On receipt, within normal working hours, of a forecast from the weather forecast provider warning of frost, freezing or snow conditions, the Winter Controller in consultation with the Senior Manager (Network), shall give consideration to precautionary salting of main roads.

Where such a warning is received out with normal working hours, the Winter Controller has delegated authority to activate call-out procedures as indicated in Section 7.

Extensive and accurate records of weather forecasts, winter treatment decisions and actions taken will be kept to demonstrate our compliance to our Winter and Weather Emergencies Plan.

17. GRIT BINS

There are approximately 500 grit bins distributed across North Ayrshire. These are located at areas of particular difficulty e.g. dangerous bends, steep gradients etc. The policy and procedures for siting of grit bins, and requests for additional bins is shown in Appendix L.

Grit bins will be refilled prior to the start of winter and as considered necessary during the winter season and following periods of severe weather when resources are available.

The locations of Community Grit Bins are listed in Appendix E.

18. LARGS AND SALTCOATS FLOOD PROTECTION SCHEMES

On receipt of a severe weather warning predicting a combination of strong winds, high tides or tidal surges the Winter Controller will, when necessary, instruct the closure of the flood gates on the promenade at Largs and/or the erection of the flood barriers at the Largs Pier and/or Saltcoats promenade.

19. SANDBAG PROCEDURES

The deployment of sandbags to prevent or contain floodwaters can be an effective way of mitigating the effect of a flood, however the lead time for filling and deployment can be lengthy, as a large number of bags cannot be filled in advance due to storage problems. Therefore, an early decision must be taken to sandbag, to avoid a subsequent waste of time and effort. The deployment of sandbags will be decided with regard to the following priorities:

1. To prevent loss of life or serious injury
2. Maintenance of access for the emergency services
3. Protection of vital facilities within the community
4. Protection of transportation routes
5. Protection of NAC property
6. Protection of private dwelling houses

The decision to deploy sandbags will be made by the Winter Controller / Supervisor or appropriate officers in Building Services, Cleansing or the Island Officer on Arran in accordance with the Services' callout/emergency procedures.

Notes:

1. Sandbags will not normally be deployed to protect commercial property;
2. Appropriate stocks of empty and filled sandbags will be held by the Services mentioned above, based on previous usage and experience.

The above procedure mainly relates to tidal, fluvial and watercourse flooding. Where flooding occurs as a result of a blocked, damaged or ineffective Council owned drainage systems, sandbags will be deployed as required to mitigate the effects of flooding (and reduce the likelihood of claims against the Council) including the protection of commercial property.

20. Resilience Arrangements

In critical situations should our operational resources be reduced, a minimum resilience network for winter gritting has been prepared. Should we have to reduce our level of service due to an extreme situation our priority gritting routes will reduce from 6 to 3. On Arran we may require reducing from 2 to 1 gritting vehicle covering the island routes and the treatment time for gritting operations will increase accordingly.

The Head of Service will decide if the level of service has to be reduced due to extreme situations.

Details of our resilience network are attached as **Appendix M**.

***Priority 1 Carriageway Gritting Routes
Policy & Procedure***

Priority 1 Gritting Routes can be viewed on the Councils website using the following address:-

<http://www.north-ayrshire.gov.uk/roads-and-travel/winter-gritting.aspx>

LEVEL OF SERVICE

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
Temperature Forecast between +1.5°C And +0.5°C	No Rain No Hoar Frost No Fog	High Route Patrols		No action likely
Temperature Forecast below +0.5°C	No Rain No Hoar Frost No Fog	(Priority 1 Routes)		
	Expected Hoar Frost Expected Fog	Salt before frost		
	Expected rain BEFORE freezing	(Priority 1 Routes) Salt after rain stops		
	Expected rain DURING freezing	(Priority 1 Routes) Salt before frost, as required during rain and after rain stops		
	Possible rain Possible hoar frost Possible fog	(Priority 1 Routes) Salt before frost	Monitor weather conditions	
Expected Snow Fall		(Priority 1 Routes and footways) Salt before snow fall		
The decision to undertake precautionary treatments should be adjusted, where appropriate, to take account of residual salt.				
All decisions should be evidence based, recorded and continuously monitored and reviewed.				

DECISION MAKING

Rate of spread for precautionary treatments may be adjusted to take account of local variations along the routes such as residual salt, temperature variations, surface moisture (air or road surface) road alignment and traffic density.

All decisions should be evidence based, recorded and require continuous monitoring and review.

Ice refers to all ice on the road surface, including black ice.

The level of service generally complies with the recommendations laid down in “NWSRG best practice guide for Winter Salt” as recommended in the Well Managed Highway Infrastructure Code of Practice and takes account of recommendations by the SCOTS Winter Group following a review of the Code of Practice and consultation with the National Winter Service research Group (NWSRG).

WINTER TREATMENT SPREAD RATE MATRIX

Recommended Spread Rates – Dry Salting (g/m ²)			
Road Surface Temperature (RST) when frost/ice is predicted and road wetness.	Poor Cover (salt stored uncovered) Medium Traffic Normal Loss	Good Cover (salt stored under cover) Medium Traffic Normal Loss	Comments
RST at or above -2 deg and dry or damp road conditions	10	10	
RST at or above -2 deg and wet road conditions	15	10	
RST below -2 deg and above - 5 deg and dry or damp road conditions	(15 or 20)	(10 or 15)	Spread rate dependent on residual salt on road surface
RST below -2 deg and above - 5 deg and wet road conditions	(1 x 20 & monitor & treat as required)	20	
RST at or below -5 deg and above -10 deg and dry or damp road conditions	(1 x 20 & monitor & treat as required)	20	Spread rate dependent on residual salt on road surface
RST at or below -5 deg and above -10 deg and wet road conditions	(1 x 20 & monitor & treat as required)	(1 x 20 & monitor & treat as required)	

Salt Type	Precautionary Treatments Before Snow or Freezing rain		
		Light or Medium Traffic	Heavy Traffic
Dry Salt	Light Snow Forecast	20g/m ²	20g/m ²
Pre-wet Salt		20g/m ²	20g/m ²
Treated Salt		15g/m ²	15g/m ²
Dry Salt	Moderate/Heavy Snow Forecast	20g/m ²	40g/m ²
Pre-wet Salt		20g/m ²	40g/m ²
Treated Salt		15g/m ²	30g/m ²
Dry Salt	Freezing rain Forecast	1 x20g/m ² then monitor	
Pre-wet Salt		1 x20g/m ² then monitor	
Treated Salt		1 x15g/m ² then monitor	

SUMMARY OF AVAILABLE LABOUR & PLANT

TYPE OF PLANT	GOLDCRAIGS	ARRAN	OTHER NAC	TOTAL
Gritters				
18 Tonne Uni-body	10	3		13
7.5 Tonne Uni-body	1	0		1
Trailer Gritter	0	0	1	1
Footway Gritter	1	1	7	9
Lorries				
18 Tonne Uni-body	10	3		13
26 Tonne Multilift	1	0		1
7.5 Tonne Uni-body	1	0		1
Loading Shovel	1	0		1
JCB 2CX	0	1		1
Telehandler	0	1		2
Ploughs				
Fixed V	3	2		5
Large Blade	15	3		18
LABOUR				
Drivers	22	6	7	35
Operatives	11	3	36	50
Other Equipment				
Muck Truck + plough (For footways)			2	2

Note

When necessary labour, vehicles, plant and equipment from other Council Departments, farmers, plant hirers and contractors will be used to supplement above resources.

This also applies for non-winter related emergency responses.

COMMUNITY GRIT BINS

Small quantities of salt are available for issue free of charge to members of the public, subject to their supplying a suitable container from the Community Grit Bins sited at the following locations.

Town	Location
Ardrossan	Carpark, North Crescent Road.
Beith	Community Centre, Kings Road.
Brodict	Household Waste Recycling Centre
Dalry	Car Park, Kirk Close.
Fairlie	Car Park, Pier Road.
Irvine	Bartonholm Civic Amenity Site.
Kilbirnie	Cleansing Depot, Paddockholm Road.
Kilwinning	Byrehill Place (off Pennyburn Road)
Lamlash	Council Office
Largs	Cleansing Depot, Alexander Avenue.
Millport	Kepple Pier
Saltcoats	Cleansing Depot, Mid Dykes Road.
Skelmorlie	Toward View (opposite Fire Station).
Stevenston	Car Park, Garnock Road.
West Kilbride	Community Centre, Corse Street.

SUMMARY OF AVAILABLE MATERIALS

The following salt, grit and sand stocks will be in place at commencement of winter:-

DEPOT	TONNAGE SALT	TONNAGE SAND (for Sandbags)
Goldcraigs (salt barn)	7000	100
Arran	2400	300
Cumbræ	20	(500 filled sandbags)

Approximately 4000 sandbags are located at Goldcraigs, and 500 on Arran.

Salt Resilience Plan (Mainland)

Level 1 (Green) Service – Stock Levels 2500 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 470T – **resilience 5 days**
or
- Typical daily salt usage (frost & ice only) 235T – **resilience 10 days**

Level 2 (Amber 1) Service – Stock Levels 1800 Tonnes – 2500Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 330T – **resilience 2 days.**
or
- Typical daily salt usage (frost & ice only) 165T – **resilience 4 days**

Level 3 (Amber 2) Service – Stock Levels 1000 Tonnes – 1800 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix at 50/50
- Typical daily salt usage (snow conditions) 150T – **resilience 5 days.**
or
- Typical daily salt usage (frost & ice only) 75T – **resilience 10 days**

Level 4 (Red) Service – Stock Levels less than 1000Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 100T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 50T – **resilience 20 days**

Assuming 7000 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 27 days**
or
Total Resilience during periods of frost & ice conditions - 54 days

Salt Resilience Plan (Arran)

Level 1 (Green) Service – Stock Levels 1000 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 52T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 26T – **resilience 20 days**

Level 2 (Amber 1) Service – Stock Levels 550 Tonnes – 1000Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 44T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 22T – **resilience 20 days**

Level 3 (Amber 2) Service – Stock Levels 250 Tonnes – 550 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50
- Typical daily salt usage (snow conditions) 30T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 15T – **resilience 20 days**

Level 4 (Red) Service – Stock Levels less than 250 Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 20T – **resilience 12 days**
or
- Typical daily salt usage (frost & ice only) 10T – **resilience 25 days**

Assuming 1,900 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 49 days**
or
Total Resilience during periods of frost & ice conditions - 98 days

NORTH AYRSHIRE COUNCIL

CONTACT ADDRESS & TELEPHONE NUMBERS

During Normal Working Hours	Outwith Normal Working Hours
<p style="text-align: center;">MAINLAND</p> <p>Commercial Services (Roads) Cunninghame House IRVINE KA12 8EE</p> <p>Tel: 01294-310000</p>	<p style="text-align: center;">NORTH AYRSHIRE COUNCIL CALL CENTRE</p> <p style="text-align: center;">Road & Lighting Faults</p> <p style="text-align: center;">24 hours, 7 days per week</p> <p style="text-align: center;">Tel: 01294 310000</p>
<p style="text-align: center;">ARRAN</p> <p>Arran Local Office Lamlash Isle of Arran KA27 8JY</p> <p>Tel: 01770-600338 Fax: 01770-600028</p>	
<p style="text-align: center;">TRUNK ROADS A78, A737 & A738</p> <p style="text-align: center;">Amey Network Control Centre 150 Polmadie Road Glasgow G5 OHD</p> <p style="text-align: center;">Control Room 0800 042 0188 OCCR-southwest@amey.co.uk</p>	

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BRIDGES WITH WEIGHT OR HEIGHT RESTRICTIONS

HEIGHT RESTRICTIONS

Bridge Location	Grid Reference	Signed Height	
		Metric	Imperial
B714/50 : Dalry, Railway Bridge	229960 649702	3.8	12' – 6"
B706/40 : Barrmill	236834 651392	4.0	13' – 0"
B7047/10 : Meadowfoot Road, West Kilbride	220791 647032	4.6	15' – 0"
C6/10 : West Balgray	235333 642491	3.9	12' – 9"
C26/10 : South Kilruskin	220541 650473	4.4	14' – 6"
C26/20 : North Kilruskin	220423 650868	5.0	16' – 6"
U67/10 : Dubbs	228508 642006	3.0	9' – 9"
U67(A78 280) : Todhill (Dubbs Road, under A78, Kilwinning Bypass)	229175 642250	4.0	13' – 0"
U67/30 : Nethermain	230059 642199	3.7	12' – 0"
C56/30 : Moor Road	220639 652980	4.7	15' – 6"
C67/20 : Tandelhill	238174 651683	4.4	14' – 3"
C99/20 : Cockenzie	230694 646241	3.0	10' – 0"
Unc.TG/230 : Garnock View, Glengarnock	231875 653191	3.8	12' – 6"
Unc.TI/70 : Old Church Street, Irvine	213571 638800	4.0	13' – 3"

WEIGHT RESTRICTIONS

Bridge Location	Grid Reference	Signed Weight
B781/30 : West Kilbride, Dalry Road	221015 649062	7.5T
C129/20 : Floors, north of Kilmaurs	240866 641921	17T
C99/30 : Dusk Bridge, near Dalry	230599 646882	7.5T
Unc.TL/30 : Largs, May Street	220711 658602	7.5T
U16/10 : Dalgarnen Mill Bridge, north of Kilwinning, (formerly Unc.NC/30)	229571 645847	26T
U23 : Fairliecrevoch Bridge, Perceton, Irvine	236065 642011	3T
Unc.NT/10 : Barrmill	236472 650997	3T
U54/30 : Sevenacres Mill Bridge, Kilwinning	233123 643810	18T

ARRANGEMENTS WITH OTHER AUTHORITIES

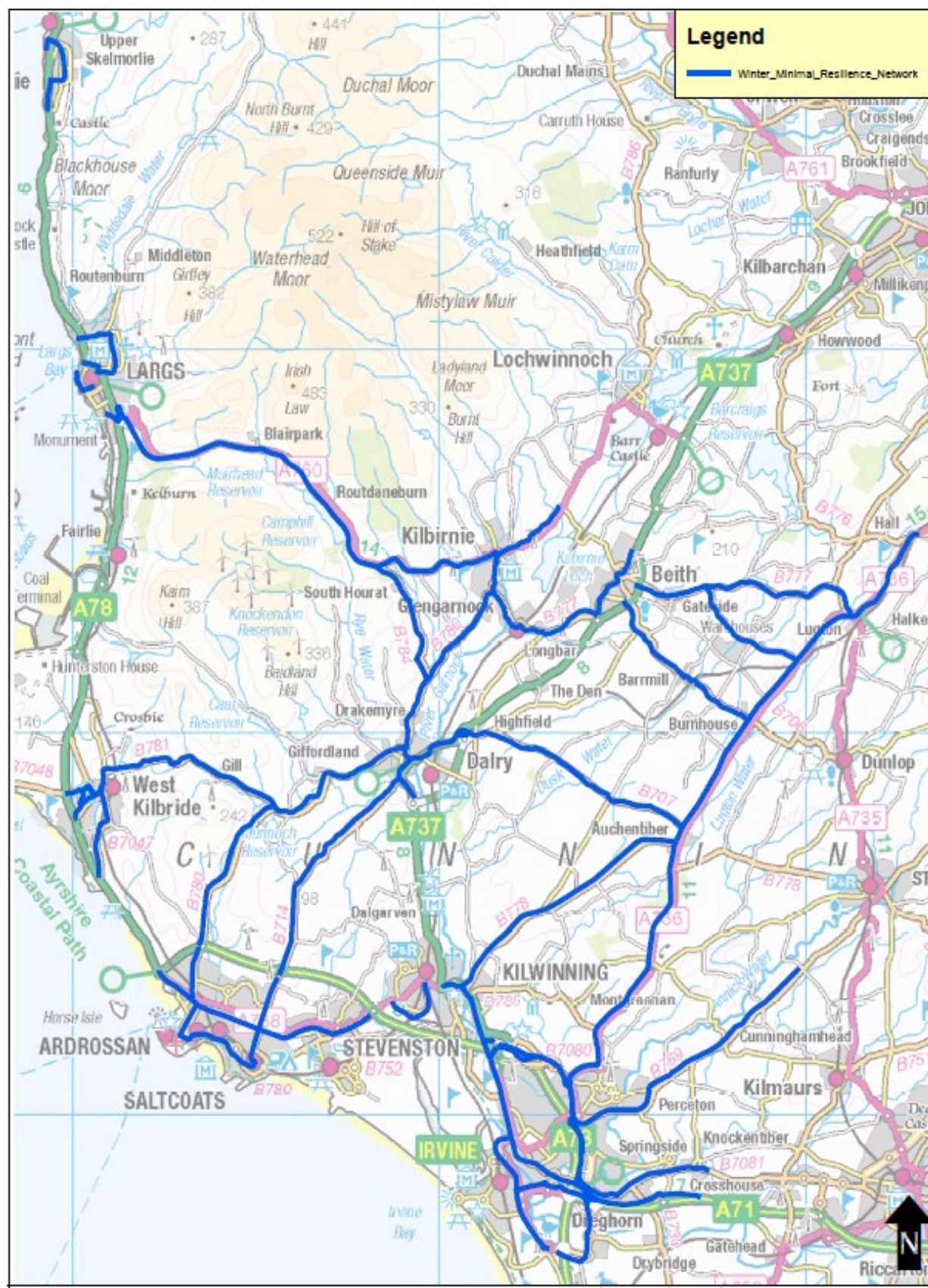
ROADS TO BE TREATED BY ADJACENT AUTHORITIES	ROADS TO BE TREATED BY NORTH AYRSHIRE COUNCIL
<p style="text-align: center;">Ayrshire Roads Alliance (East Ayrshire)</p> <p>A71 – from boundary westwards to Corsehill roundabout.</p> <p>A735 – that section within North Ayrshire boundary.</p> <p>B769 – from boundary south westwards to Chapeltoun junction.</p> <p>C129 – that section within North Ayrshire boundary.</p> <p>C20 – that section within North Ayrshire boundary.</p> <p>B706 - from boundary to A736</p> <p>C117 From Chapeltoun Bridge to Wheatrig Bridge</p>	<p style="text-align: center;">South Ayrshire</p> <p>U107 from the South Ayrshire Council boundary at the railway bridge to A759 Auchengate Interchange.</p>
	<p style="text-align: center;">East Ayrshire</p> <p>A736 – from Caldwell Bridge southwards to Lugton.</p> <p>A736 – from B778 junction south eastwards to Torranyard.</p> <p>C24 - from Greenhill Terrace, Knockentiber to boundary at Plann Bridge.</p> <p>C126 From Montgreenan Bridge to North Lodge.</p> <p>Knockentiber Road from boundary near Springside to junction with C24</p>
	<p style="text-align: center;">Renfrewshire Council</p> <p>A760 – from boundary to Kerse Road junction,</p> <p>Kerse Road – from boundary to A760 junction</p>

Note: There are no cross boundary arrangements with East Renfrewshire Council.

GRIT BIN POLICY & PROCEDURE

1. North Ayrshire Council shall provide grit bins for self-help by members of the public. These shall be sited locally in accordance with this policy.
2. Grit bins shall only be located where the following criteria are met: -
 - The location is not on a precautionary carriageway route;
 - The gradient is greater than 1 in 10, or at a junction with a known history of accidents;
 - The location shall not obstruct the passage of pedestrians, a minimum of 1.5m clearance on the footway is required;
 - The location shall not obstruct sight lines;
 - The location is not within 200m of another grit bin location;
 - The location is within an urban area;
 - The location is within the boundary of the public road. Infrastructure and Design will not provide grit bins in private areas or car parks for internal use by either the Council or any other public or private property such as schools, parks, hospitals, old people's homes, etc. unless a service level agreement is in place.
3. Grit bins will only be located where they can be filled from a lorry. The grit bins shall be replenished at the start of the winter period and on a monthly cycle during the winter period, as resources permit.
4. Grit bins will generally be left in place during the summer months unless there is a history of vandalism at a particular location.
5. The location of grit bins will be recorded in an electronic database, which will be made available on the North Ayrshire Council website.
6. Only written requests on the Council's Grit Bin Application Form will be considered, these are available from the Head of Commercial Services, Cunninghame House, Irvine, KA12 8EE, and on the Council's website.
7. A request will not be accepted unless a location to site the grit bin has been agreed. Therefore, even if the criterion for locating a grit bin is met, a grit bin will not be provided if the adjacent residents cannot agree a position. The signed agreement of adjacent residents must be included on the submitted application form, otherwise the application will not be considered.
8. Grit Bin Application forms are available on the Council's website at <http://www.north-ayrshire.gov.uk/roads-and-travel/winter-gritting.aspx>

COVID Resilience Network



NORTH AYRSHIRE COUNCIL

1 November 2022

Cabinet

Title:	i3 – Sale of Land at Strategic Investment Campus
Purpose:	To approve the proposal for the sale of 2 acres of land at the Strategic Investment Campus, i3, Irvine, subject to appropriate conditions .
Recommendation:	<p>That Cabinet:</p> <ul style="list-style-type: none"> a) approves the proposal for the sale of 2 acres of land to System Five Off Site Ltd at the Strategic Investment Campus at i3 Irvine; and, b) notes that appropriate related conditions to the sale and deed of conditions would be prepared and that the final sale price would be negotiated in conjunction with the Council's Estates and Legal Teams.

1. Executive Summary

- 1.1 This report considers the request by a local company to purchase 2 acres of land at the Strategic Investment Campus (SIC) at i3 in Irvine.
- 1.2 System Five Off Site Limited is a company established by local company RDK Construction Ltd who require land for the development of a new factory unit for the construction of modular accommodation. The sale of land would proceed at a market value outlined in paragraph 2.11 below, and the company has estimated that 11 jobs would be created initially.

2. Background

- 2.1 NAC purchased the SIC from Scottish Enterprise in 2015. The site has an overall area of 205 acres (83 ha) with a 600m long spine road dissecting the site into northern and southern areas. The site has previously benefited from c.£7M investment in access, site services and platforming by the former Irvine Bay Regeneration Company. The SIC has the potential to accommodate major inward investment enquiries.
- 2.2 The wider ambitions and strategy for the site are currently being developed through the preparation of a site masterplan, which is at an advanced stage of development, and a strategic framework, which will accompany the masterplan, setting out strategic aspirations for the site (including those related to the i3 Ayrshire Growth Deal projects, such as the Digital Process Manufacturing Centre (DPMC), advanced manufacturing

flexible units and the digital infrastructure programme). In addition, a feasibility study will be completed for a solar farm and wind proposal on the southern part of the site. The masterplan will be considered by Planning Committee, however the use proposed in this paper aligns with the content of the masterplan to date and is a use that is supported in the adopted Local Development Plan (LDP2).

Site Proposals

- 2.3 Land owned by NAC and Scottish Enterprise at i3, has been marketed for development or sale previously, with signs erected by Irvine Bay remaining in place. Specific marketing signage related to the AGD proposals and the SIC site will be installed and begin to be promoted during 2022/23. Interest has been expressed in the purchase and development of 2 acres of land by System Five Off Site Limited, a company established by local company RDK Construction Ltd. Appendix 1` shows the proposed location of the site area in red.
- 2.4 System Five's proposals would see the creation of an off-site manufacturing facility for the production of modular buildings and panelised timber components that will supply residential, commercial and leisure projects, comprising of two purpose-built buildings. One building of 450m2 in size will accommodate machining and manufacturing processes and the second building will accommodate associated administration, management, design and a research and development team and will be 140m2 in size. The company estimates that 11 new jobs will be created initially with approximately 22 by year three, as well as protecting existing jobs and offering new training opportunities. The facility would focus on creating near zero energy buildings and would supply RDK Construction Ltd who currently have pipeline projects in North Ayrshire.
- 2.5 RDK Construction's business activity was previously housed at Sharphill Industrial Estate, Saltcoats. The majority of the land was sold to Cunninghame Housing Association who recently submitted a PAN for the site in April 2022. Part of the area has been retained by Robert Ryan Homes Ltd (the same owners of RDK Construction) and has planning consent for commercial development. However, RDK Construction has advised that they now consider that the site is not suitable for their proposal, in relation to its levels and costs involved to address this, or suitable for their growth ambitions. They are currently running a small operation from Ardeer, but are keen to have a bespoke, purpose-built manufacturing facility, hence the interest in i3. Whilst the business is new, they have advised that they have sustained five new jobs over the past 18 months or so and have just finished their first order involving 5 modular holiday accommodation units to be located in Millport.
- 2.6 The proposals have been successful in securing grant funding support from Scottish Enterprise to the total sum of £135,000 and this requires to be committed by 31 March 2023 and is based on a capital spend of £457,000 and 11 new jobs. The company has explored sites in North Ayrshire to expand their activities and are seeking to secure the proposed site at i3.

Context

- 2.7 In terms of the principle of development and purchase of the land, the land is allocated for employment use. A draft masterplan was prepared to set out the likely location of the AGD investment across i3 which indicated development proposals north of the

spine road. In terms of its location to the west of the SIC site and south of the main development area and as it's a relatively small area, the subject land would not impact on any future proposals for AGD flexible space, the solar farm proposal, or major investment enquiries. In the case of the solar farm, this has been confirmed with the Sustainability Team. The site would occupy a small area of land immediately west of an existing sub-station and close to the entrance to the SIC and there are no proposals to build in this area as part of the i3 draft masterplan.

- 2.8 The development of the land would help to start opening up the SIC alongside future phases of commercial space, increasing its attractiveness to other interested parties. The design and appearance of the facility and its operations would be subject to the planning process and any related conditions.

Land Value

- 2.9 In considering an agreement to the sale of land, external advice has been received on the gross value of the land, and site investigations undertaken to inform a net land value. The valuation indicates a gross value of c.£60,000 per acre, producing a value of £120,000. However, site investigations have indicated that the site contains a significant volume of fill material that cannot accommodate development foundations and the material requires to be excavated and replaced with appropriate fill material.
- 2.10 Quotes have been provided by the proposed purchaser for the excavation and removal of soil from the site, the importing of clean stone and compact / roll in 300mm layers and the provision of a geotextile membrane over the clean stone area. These quotes averaged at a cost of £230,000 which significantly impacts on the net achievable value and has led to a negative land value. The rates for this work have been checked by the PMI team who have advised that generally they are comparable but excavation and disposal rates seem slightly higher and there may be scope to reduce. However, any reduction is still likely to result in a negative land value. The company has indicated that they are likely to have other site development costs in relation to services.
- 2.11 A residual appraisal was also undertaken which produces an amount that may be paid by a hypothetical developer of the scheme for the undeveloped land. This recommended a market value of £20,000, based on a net value of £10,000 per acre. In this respect the Council would seek to negotiate with the company regarding a net value of £20,000.

3. Proposals

- 3.1 It is proposed that Cabinet:

That Cabinet:

- a) approves the proposal for the sale of 2 acres of land to System Five Off Site Ltd at the Strategic Investment Campus at I3 Irvine; and,
- b) notes that appropriate related conditions to the sale and deed of conditions would be prepared and that the final sale price would be negotiated in conjunction with the Council's Estates and Legal Teams

4. Implications/Socio-economic Duty

Financial

- 4.1 The Council's Estates Team has advised that a sale at the market value of £20,000 is appropriate.

Human Resources

- 4.2 None.

Legal

- 4.3 The sale of the land would be subject to appropriate legal conditions (including Standard Security Clawback provisions) and the purchaser would be responsible for securing statutory consents and service connections. Prior to the sale of this first area of land, the rights and obligations of any owners within the completed development of the larger site needs to be determined. This should include provisions relating to matters such as – access, connections to services, maintenance of shared areas such as roads and lighting (prior to adoption), grass verges and trees.

Equality/Socio-economic

- 4.4 None.

Climate Change and Carbon

- 4.5 The sale would support the expansion of a local business that is seeking to manufacture sustainable construction products.

Key Priorities

- 4.6 The proposal will contribute to the early development of the Strategic Investment Campus and is unlikely to impact detrimentally on the attractiveness of the site for future development and investment proposals.

Community Wealth Building

- 4.7 The proposal supports community wealth building through use of land and property and supporting local business and employment.

5. Consultation

- 5.1 Consultation has taken place with the Council's Estates, Legal, Sustainability, Planning and Business Development Teams.

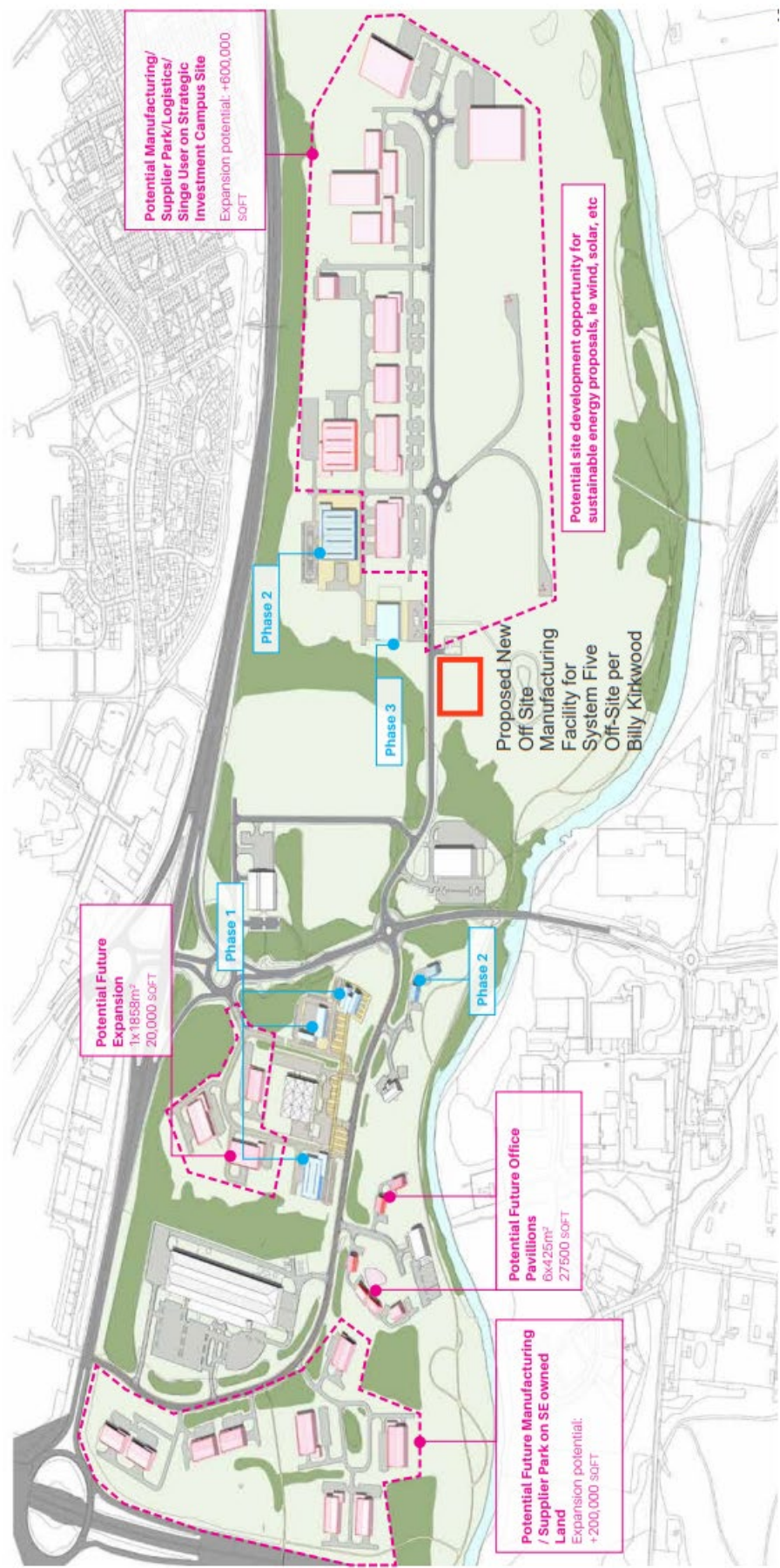
Karen Yeomans, Russell McCutcheon
Director of Growth & Investment, Executive Director of Place

For further information please contact **Marnie Ritchie, Regeneration Manager, Growth & Investment**, on **07342 713 349**.

Background Papers

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APPENDIX 1: Proposed site location



APPENDIX 2: Proposed Site Layout Plan

