

South Ayrshire Council

**Report by Depute Chief Executive and Director
of Housing, Operations and Development
to Cabinet
of 28 November 2023**

**Subject: Ayrshire Growth Deal – Roads Enabling Progress
 Report**

1. Purpose

1.1 The purpose of this report is to provide an update on the Ayrshire Growth Deal Roads Enabling Appraisal.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 considers the content of this report and approves supporting the development of the Ayrshire Growth Deal Roads Enabling Scottish Transport Appraisal Guidance; and

2.1.2 otherwise notes the content of this report.

3. Background

3.1 At a meeting on 29 August 2023, the Cabinet approved the recommendation to note the update on the AGD Roads project and STAG (Scottish Transport Appraisal Guidance) process and agreed that a further report be provided to Cabinet following the conclusion of the STAG assessment. Due to delays in the approval of LDP2 the AGD STAG has to date not been completed, The below details the progress which has been made to-date a further report will be submitted to cabinet which will contain a revised programme once Transport Scotland approval has been obtained for the LDP2

3.2 The completion of the STAG will ensure that the most suitable solution is developed and that the AGD Roads project can progress to Outline Business Case (OBC) and Full Business Case (FBC).

3.3 The Scottish Government's STAG represents the best practice in the field of transport appraisal and provides users with a framework with which to conduct transparent and evidence-based appraisal. The guidance provides a methodology to conduct objective-led appraisal which can be consistently applied to all options available:

- 3.3.1 Policy Context: At the national, regional, and local levels relevant transport, planning and economic strategies and policies have been reviewed to provide background context against which the AGD Case for Change has been developed.
- 3.3.2 Baseline: A thorough review of the baseline has been undertaken. This includes the transport baseline, socio-economic baseline, environmental baseline, and potential future travel patterns. This element is still being completed. The traffic levels and predicted patterns, which are currently being agreed for the Local Development Plan 2 (LDP2), are required to be used within all AGD assessments. Currently, Transport Scotland have formally agreed the baseline traffic level being used within LDP2 however agreement on the future year baseline, which takes account of all LDP2 traffic including AGD, has still to be formally agreed. This is resulting in a delay to the overall STAG programme for AGD.
- 3.4 Pre-Appraisal Stakeholder Engagement: To further inform the identification and analysis of problems and opportunities for the study and the subsequent option generation process, a series of stakeholder engagement activities have been undertaken. This has included:
- Online meetings and telephone correspondence with stakeholders within key industry sectors;
 - One face to face public engagement event (drop-in event);
 - One face to face meeting with Monkton Community Council; and
 - Online public survey.
- 3.5 The data which has been gathered and assessed to date is currently being reviewed to identify the evidence-based problems and opportunities. The identification of evidence-based problems and opportunities is a critical element of the STAG process and will allow the development of the Transport Planning Objectives.

Next Steps

- 3.6 This report has set out within the previous background section that the ongoing lack of approval of LDP2 has resulted in a delay to progress within the STAG. This report seeks to highlight this delay to members and seeks approval for the continuation of progress which would be 'at risk'.
- 3.7 The next stage in the STAG process is Objective Setting, and then Option Generation, Sifting and Development. Currently the Objective Setting process cannot be completed until the final traffic associated with LDP2 (including AGD) has been agreed with Transport Scotland. This is needed to quantify possible impacts of the AGD on the surrounding road network. The Ayrshire Roads Alliance will continue to engage with Transport Scotland to obtain the necessary approval of the LDP2 to allow the AGD STAG to progress, it is anticipated this approval will be obtained by the end of the current financial year

4. Proposals

- 4.1 Members are asked to consider the content of this report and note the delays incurred due to the lack of approval of the LDP.

- 4.2 It is proposed that initial optioneering is undertaken to minimise overall programme delay, maintain momentum on the project and avoid any negative public/industry feedback on further delays. This will include initial engagement with the community, businesses and stakeholders on the roads enabling options to allow the Growth Deal to be developed.
- 4.3 It should be noted that this does come at a risk. The proposal is to have the Option Generation, Sifting and Development complete by the end of 2023 and be in a state to be ready to obtain initial agreement with Transport Scotland on the Objectives when the LDP2 future year baseline is approved. The final output from the LDP2 could result in some further work being required on this stage of the STAG to ensure consistency between AGD and LDP2.
- 4.4 Completion of the STAG following obtaining Objective approval is estimated at 8 weeks. This delay has an impact on the future development of the Outline Business Case and Financial Business Case for the Roads enabling project.

5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 Ongoing delays to the LDP2 approval have a direct impact on the completion of the AGD STAG and subsequent OBC and FBC. These delays will have a financial impact on the delivery of the AGD Roads Infrastructure as construction cost continue to rise .

7. Human Resources Implications

- 7.1 There are no human resource implications arising from this report.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 The following risks have been identified:

- If AGD Roads project progresses in advance of any mitigation works required at Dutchhouse roundabout or surrounding trunk road network as a result of LDP2, then there is a risk that the financial costs associated with any of these mitigation works are required to be met by AGD.
- Any design work carried out by ARA/SAC on a new access road to serve the Spaceport prior to the approval of the STAG would be at a significant risk as there are no guarantees that any access road in this area will be the preferred outcome from the STAG and form part of the AGD roads enabling infrastructure.

8.2/

8.2 **Risk Implications of Rejecting the Recommendations**

8.2.1 The risk associated with rejecting the recommendations is that the programme for delivery of the STAG and subsequent Outline Business Case will be further delayed.

9. **Equalities**

9.1 There are currently no proposals to be assessed through the Equality Impact Assessment Scoping process. The requirement for this will be assessed when the STAG is progressed through the Option Generation, Sifting and Development stage.

9.2 A copy of the Equalities Scoping Assessment is attached as [Appendix 1](#).

10. **Sustainable Development Implications**

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

11. **Link to Council Plan**

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

12. **Results of Consultation**

12.1 Public consultation has been undertaken with Monkton Community Council, stakeholders and key businesses within the Aerospace Park. Further consultation will be undertaken on the preferred options as the AGD STAG progresses.

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

13. **Next Steps**

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

Implementation	Due date	Managed by
STAG Progress and approval	31 March 2024	Head of Roads

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Date: 16 November 2023

Appendix 1



South Ayrshire Council Equality Impact Assessment Scoping Template

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

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

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

1. Policy details

Policy Title	Ayrshire Growth Deal – Roads Enabling Progress Report
Lead Officer (Name/Position/Email)	Kevin Braidwood, Head of Roads - Kevin.Braidwood@ayrshireroadsalliance.org

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

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

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

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

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

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

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

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	<input checked="" type="checkbox"/> YES
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	NO
Rationale for decision: There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	
Signed : Kevin Braidwood	Head of Roads
Date: 19 October 2023	