

South Ayrshire Council

Report by Director of Housing, Operations and Development to Service and Partnerships Performance Panel of 20 August 2024

**Subject: Strathclyde Partnership for Transport (SPT) -
Performance Report 2023/24**

1. Purpose

- 1.1 The purpose of this report is to outline the work of Strathclyde Partnership for Transport (SPT) and the impact its services have on the public transport network in South Ayrshire and across the West of Scotland. It also provides the opportunity to identify any areas for further discussion or development of partnership activity.

2. Recommendation

- 2.1 **It is recommended that the Panel scrutinises the performance of SPT relating to their activities in South Ayrshire.**

3. Background

- 3.1 The remit of the Service and Partnerships Performance Panel includes 'to monitor, review and challenge the performance of services in South Ayrshire which are delivered through or in partnership with external bodies.' SPT falls within the scope of the Service and Partnerships Performance Panel's scrutiny role.
- 3.2 SPT is the Regional Transport Partnership for the West of Scotland, and it is a partnership of twelve Councils. SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is also the Public Transport Authority for the west of Scotland, and they are a statutory participant in Community Planning and a 'key agency' in the Development Planning process.
- 3.3 SPT has a range of planning, operational and project delivery responsibilities including the Regional Transport Strategy, Glasgow Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of the constituent Councils including South Ayrshire and the MyBus demand responsive transport service. SPT also operates and administers the Strathclyde Concessionary Travel Scheme (SCTS) on behalf of Councils, and co-ordinates ticketing schemes, such as the ZoneCard multi-modal scheme.
- 3.4 SPT works in partnership with all Community Planning Partnerships (CPPs) in the west of Scotland, including South Ayrshire, across a range of themes including health, education, accessibility, social inclusion, equalities and community safety.

3.5 SPT, South Ayrshire Council, Ayrshire Roads Alliance and partners work together to deliver a range of solutions to enhance and develop the transport network, infrastructure and services; to promote sustainable development; to mitigate and adapt to the impacts of climate change on the transport network and to promote accessible travel choices. This includes investment in and delivery of public transport infrastructure, active travel infrastructure, park and ride and strategic roads projects.

4. Proposals

4.1 SPT receives funding and income from a range of sources, including the 12 constituent Councils, the Scottish Government, income from services (e.g. fares) and other sources (see [Appendix 1](#) for details). Further information on the most recent figures associated with SPT funding and income is contained within the SPT Budget Book 2023/24 which is available from the SPT website: [SPT budget book- 2023-24](#).

4.2 A summary of the Council Revenue Funding and Capital Grants with respect to SPT is included within [Appendix 1](#) of this report.

4.3 Capital grant awards received by Council from SPT will be used to deliver a combination of public transport facility enhancements, and delivery of active travel infrastructure in line with projects approved by Cabinet as set out within ARA's Road Improvement Plan each year.

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 In SPT's 2023/24 Budget Book, SPT indicate revenue funding of £1.821m from South Ayrshire Council. This was provided via requisition for core SPT services.

6.2 SPT received £2.792m from South Ayrshire Council relating to school transport for 2023/24. This is an increase of £0.136m on the 22/23 contribution.

6.3 For the 2023/24 financial year, SPT provided the following capital funding awards to the Council:

Statutory Quality Partnership (SQP) Bus Infrastructure Improvements	£0.100m
Local Cycle Network Improvements	£0.700m
Doon Valley Active Travel Route	£0.800m
Total SPT Capital Programme for South Ayrshire Council	£1.600m

6.4 Additional detail in relation to the Council projects associated with these grant awards is included in [Appendix 1](#).

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks associated with adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 There are no risks associated with rejecting the recommendations.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 2](#).

10. Sustainable Development Implications

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

11. Options Appraisal

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

12. Link to Council Plan

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

13. Results of Consultation

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

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

Background Papers **Report to Cabinet of 23 April 2024 - [Road-Improvement Plan 2024-2026](#)**

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Date: 8 August 2024

Strathclyde Partnership for Transport Revenue and Capital Funding

1. Revenue Funding

- 1.1 In SPT's 2023/24 Budget Book, SPT indicate revenue funding from South Ayrshire of £1.821m. This was provided via requisition for core SPT services and represents an increase from the equivalent 2022/23 cost which was £1.783m.
- 1.2 SPT received £2.792m from South Ayrshire relating to school transport for 2023/24.
- 1.3 Responsibility for the provision of school transport rests with local authorities. The Council contracts SPT to undertake this on their behalf. At present 112 School contracts are in place, catering for 1,813 pupils from 8 Secondary Schools, and 382 pupils from a total of 28 Primary Schools. SPT also carry out regular monitoring of mainstream and Additional Support Needs Transport to ensure that contracts are carried out to the standard required by the Council.
- 1.4 SPT provides this service in relation to school transport to 11 of 12 Councils in the Strathclyde area, and through this regional, cross-boundary approach seeks to ensure an efficient service through economies of scale and regional knowledge, expertise and experience in the provision of school transport. It is difficult to compare the cost per pupil for school transport between council areas as the school transport arrangements differ significantly in each authority – for example, the costs in a rural area where longer trips are required for fewer pupils will naturally be higher than in an urban area, but SPT considers they achieve a competitive price from operators for school transport, and an effective service, for the funding it receives from Councils. With regard to quality, SPT's focus is on ensuring a safe and secure service for transporting pupils, as can be seen from the monitoring undertaken in this regard, noted above.
- 1.5 SPT also operates and administers the Strathclyde Concessionary Travel Scheme (SCTS), providing discounted travel for eligible National Entitlement card holders on rail, subway and ferry services. During 2023/24 financial year the funding provided by South Ayrshire for the Concessionary Travel Scheme was £0.269m. This represents a marginal increase from the equivalent 2022/23 cost which was £0.263m.
- 1.6 The cost of the SCTS is shared between the 12 Councils based on population statistics for older people. The total funding requirement for the local Strathclyde Concessionary Travel Scheme for 2023/24 was £4.138m.
- 1.7 The cost of SPT core services is shared among the 12 partners, as required by the Transport (Scotland) Act 2005. The proposed budget and distribution over the 12 Councils is discussed with all Council Directors of Finance (or equivalent) prior to the budget setting process. The agreed formula for the requisition is based on population statistics relative to each area as published by the General Registers Office for Scotland. The Scottish Government also provides a proportion of funding that represents SPT's share of the contribution to the running costs of Regional Transport Partnerships in Scotland.

1.8 With respect to current financial year 2024/25 contributions levels, SPT is due to receive £1.794m for delivery of SPT core services (a decrease of £0.027m), and £0.261m towards the Strathclyde Concessionary Travel Scheme from Council (a decrease of £0.008m).

2. Capital Funding

2.1 The Category 1 Programme for SPT in 2023/24 was £52.128m. The Category 1 Programme is set greater than the available funding – this is a standard approach adopted by SPT to ensure that the plan delivery is maximised within the funding available and project delivery movements. As a consequence, there was a projected shortfall of £4.320m on the general capital element of SPT's 2023/24 budget.

2.2 Of the total available 2023/24 SPT capital funding, £14.517m was allocated towards "Local Authorities and Others". This funding is used to support capital investment across the region, and which benefits all parts of the region wide transport network. The remaining capital funding was allocated to various other Category 1 projects including the Subway Modernisation Programme. Full details of the breakdown of programme funding is contained within SPT's Budget Book 2023/24 publication, available to download from SPT's website: [SPT budget book- 2023-24](#)

2.3 The development of the capital programme is a collaborative process with all constituent Councils and SPT departments invited to submit project proposals. The project proposals are evaluated against transport planning objectives, project justification, deliverability criteria and affordability. Proposals for transport projects must be in line with the Regional Transport Strategy and any other relevant national, regional and local plans including Local Transport Strategies and Local Development Plans.

2.4 For the 2023/24 financial year, SPT provided the following capital funding awards to the Council:

Bus Infrastructure Improvements	£0.100m
Local Cycle Network Improvements	£0.700m
Doon Valley Active Travel Route	£0.800m
Total SPT Capital Programme for South Ayrshire Council	£1.600m

2.5 The Bus Infrastructure works included public transport facility enhancements throughout the authority area and were carried out directly by SPT on behalf of South Ayrshire Council.

2.6 The grant award for 'Local Cycle Network Improvements' was used to provide match funding towards active travel projects – namely the Dundonald to Barassie Enabling Works, the Alloway – Burton underpass link and the Access for All Coylton route to Coylton Primary School.

2.7 The submissions made each year to SPT are reviewed by the Ayrshire Roads Alliance Management team to ensure the bids are consistent across the Alliance and equally when the bids are confirmed they are considered fair and equitable across the 12 constituent Councils.

- 2.8 Information on capital grant awards by each Local Authority is available within the SPT Budget Book on SPT's website. Currently this shows that in general terms South Ayrshire receives a comparable amount of funding to other Councils of a similar size and population. It should be noted that the funding is largely project dependent, and may therefore go up or down to reflect specific projects
- 2.9 SPT services and initiatives on the transport network in South Ayrshire and the west of Scotland make a significant contribution to the local outcomes in the South Ayrshire Single Outcome Agreement (SOA), the partnership's aims and Council objectives.
- 2.10 With respect to the current financial year 2024/25, SPT have included capital funding provision through their Category 2 Capital Programme as follows:

SQP Bus Infrastructure Improvements:	£0.100m
Total SPT Capital Programme for South Ayrshire Council:	£0.100m

- 2.11 Proposals deemed to be Category 2 are projects which can only be progressed during the financial year 2024/2025 subject to funding being available. Approval would need to be sought from SPT Committee to promote projects from Category 2 to Category 1.

3. People and Place Programme' (Active Travel)

- 3.1 As part of a new approach to the model for delivering active travel and behaviour change projects and initiatives, Regional Transport Partnerships (RTPs) on behalf of Transport Scotland, are leading on delivery of the 'People and Place Programme' covering active travel and behaviour change initiatives, with capital and revenue funding for the west of Scotland co-ordinated through SPT.
- 3.2 With respect to the current financial year 2024/25, SPT awarded Ayrshire Roads Alliance (on behalf of South and East Ayrshire Councils) the following 'People and Place Programme' funding:

Ayrshire Link (People and Place Programme)	
Revenue Funding	£0.250m
Capital Funding	£0.200m
Total SPT People and Place Programme for ARA:	£0.450m

- 3.3 Funding will enable new dedicated behaviour change officers, working alongside ARA, to engage with the public, liaise with design teams, complete audits of cycle parking facilities across both local authorities, plan led rides, assist with route planning within workplaces, manage pool bikes, and improve access to bikes within primary and secondary schools co-ordinating provision of bikes among additional behaviour change works.

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: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

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. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

1. Policy details

Policy Title	Ayrshire Roads Alliance – SPT Performance Report 2022/23
Lead Officer (Name/Position/Email)	Jane Corrie, Head of Roads – Jane.corrie@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 – gender identity (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
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? (Fairer Scotland Duty). 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	-	-
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	-	-
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	-	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	-
Socio-economic Background – social class i.e. parent’s education, employment and income	-	-

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	No adverse impact identified. Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	No adverse impact identified. 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?)	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	No adverse impact identified. Low
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES
	NO
Rationale for decision: There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	
Signed: Jane Corrie	Head of Roads
Date: 16 July 2024	