

**South Ayrshire Council**

**Report by Director – Place  
to Partnerships Panel  
21 September 2022**

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**Subject: Strathclyde Partnership for Transport (SPT) -  
Performance Report 2021/22**

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**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 during 2021/22. A summary of SPT's involvement in South Ayrshire is contained within the [‘Delivering for South Ayrshire’](#) report, prepared by SPT.**

**3. Background**

- 3.1 The remit of the Partnerships 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 Partnerships 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 Public transport services in South Ayrshire and the wider Strathclyde area have seen significant impacts in patronage levels as a result of the various restrictions and lockdown measures required in response to the ongoing Covid-19 pandemic. Further detail on available patronage impact levels during this period is available within the committee report '[Monitoring report on public transport services and facilities in the SPT area](#)' from August 2021, available on the SPT website.
- 3.6 SPT, the Council, the 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. Further information on this is available in the [SPT Budget Book 2021/22](#) which is available from SPT.

##### ***Revenue Funding***

- 4.2 In SPT's 2021/22 Budget Book, SPT indicate revenue funding from the Council of £1.799m. This is provided via requisition for core SPT services.
- 4.3 SPT received £2.363m from the Council relating to school transport for 2021/22.
- 4.4 Responsibility for the provision of school transport rests with local authorities. The Council contracts SPT to undertake this on their behalf. At present 111 School contracts are in place, catering for 1,636 pupils from 8 High Schools, and 367 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.
- 4.5 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.
- 4.6 SPT also operates and administers the Strathclyde Concessionary Travel Scheme, providing national entitlement cards and discounted travel for those eligible on rail, subway and ferry services. During 2022/23 financial year the funding to be provided

by Council for Concessionary Travel Scheme funding is £0.263m. This represents a marginal reduction from the equivalent 2020/21 cost which was £0.265m.

- 4.7 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. Similarly, 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 2021/22 is £4.059m.

### ***Capital Funding***

- 4.8 The Category 1 Programme for SPT in 2022/23 is £63.256m. 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 is a projected shortfall of £5.241m on the general capital element of SPT's 2022/23 budget.
- 4.9 Of the total available SPT capital funding, £14.785m 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 2022/23 publication, available to download from SPT's website.
- 4.10 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.
- 4.11 For the 2022/23 financial year, SPT provided the following capital funding awards to the Council:

Ayrshire / Prestwick Statutory Quality Partnership Infrastructure Improvements:	£0.050m
Local Cycle Network Improvements:	£0.450m
<b>Total SPT Capital Programme for South Ayrshire Council:</b>	<b>£0.500m</b>

- 4.12 The SQP works are anticipated to include improvements to bus stop facilities throughout the authority area, with programme details developed in discussion with SPT officers and representatives from bus operating companies. Typical enhancements funded through SQP monies are likely to include the provision of new shelters and installation of high access kerbing.

- 4.13 The grant award for 'Local Cycle Network Improvements' will provide funding to complete works associated with several Active Travel projects currently in development, most notably the Alloway–Burton Underpass construction, with works programmed to start later this year. Other projects include Dundonald-Barassie, and Phase 3 of the Loans-Troon scheme.
- 4.14 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.
- 4.15 Information on capital grant awards by each Local Authority is available within the SPT Budget Book on their corporate 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
- 4.16 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, the partnership's aims and Council objectives.

## **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 Not applicable.

## **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 the rejection of 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 1](#).

## **10. Sustainable Development Implications**

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

## **11. Options Appraisal**

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

## **12. Link to Council Plan**

- 12.1 The matters referred to in this report contribute to Commitment 6 of the Council Plan: A Better Place to Live/ Enhanced environment through social, cultural and economic activities.

## **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**    [SPT Annual Report 2020/21](#)

[SPT Budget Book 2022/23](#)

[SPT Delivering for South Ayrshire report](#)

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**Date:** 7 September 2022

## 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. 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	Strathclyde Partnership for Transport Performance Report 2021/22
Lead Officer (Name/Position/Email)	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	-	-
Disability	-	X
Gender Reassignment (Trans/Transgender Identity)	-	-
Marriage or Civil Partnership	-	-
Pregnancy and Maternity	-	-
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	-	-
Religion or Belief (including lack of belief)	-	-
Sex – gender identity (issues specific to women & men or girls & boys)	-	-
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	-	-
Thematic Groups: Health, Human Rights & Children's Rights	-	-

**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)	-	X
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	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**

<p><b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b>)</p>	<p>— <b>YES</b></p> <p><b>NO</b></p>
<p><b>Rationale for decision:</b></p> <p><b>This report advises the Panel of SPT involvement in South Ayrshire. Members’ decision on this has no specific equality implications</b></p>	
<p><b>Signed :</b> <i>Kevin Braichwood</i></p>	<p><b>Head of Ayrshire Roads Alliance</b></p>
<p><b>Date:</b> 09 August 2022</p>	