

**South Ayrshire Council**

**Report by Depute Chief Executive and Director  
of Housing, Operations and Development  
to Service and Partnerships Performance Panel  
of 19 September 2023**

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**Subject: Active Travel Strategy Performance Report**

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**1. Purpose**

1.1 The purpose of this report is to provide an update on the Council's Active Travel Strategy.

**2. Recommendation**

**2.1 It is recommended that the Panel scrutinises Ayrshire Roads Alliance performance in delivering the Active Travel Strategy across the network.**

**3. Background**

3.1 The Leadership Panel approved the Council's Active Travel Strategy on 8 March 2022 and the strategy for the period 2022 - 2032 was formally launched on 14 March 2023:

3.1.1 The strategy aims to expand and promote active travel across the region over the next five years and beyond. It aims to place the needs of residents and local businesses at the heart of the expanding active travel network. This includes identifying and pursuing specific infrastructure and behaviour change initiatives to encourage active travel both within and between our communities.

3.1.2 The strategy identifies six key objectives: Education, Connectivity, Health, Safety, Accessibility and Place.

3.2 Cabinet approved the creation of an Active Travel Member/Officer Working Group (MOWG) on 20 June 2023, to complement the MOWG and provide a structured forum for stakeholders, community groups and seldom heard groups to engage in the development and design of active travel projects in South Ayrshire. A Community Action Group (CAG) has also been established.

**4. Proposals**

4.1 It is proposed that the CAG meet on a monthly basis, the outcomes from the CAG will be reported to the next scheduled MOWG. Key roles of CAG will include (but not exclusively):

- 4.1.1 Review Active Travel Strategy and propose projects to be taken forward – short-term (2023/24) medium-term (2024-26) long-term(2026-29);
  - 4.1.2 Participate in a review of the existing active travel network;
  - 4.1.3 Review and provide comment on projects listed in 6.1 and any other project brought forward by ARA or the MOWG; and
  - 4.1.4 Assist ARA and their consultants in the promotion of active travel at public events such as the Ayr Show and Ayrshire Chamber of Commerce Business week.
- 4.2 The Ayrshire Roads Alliance will submit a proposal to the MOWG for consideration, which identifies priority projects taken from the Active Travel Strategy, 4.1.1 above, and the Councils Place Plans, the aim of this priority list is to seek prior approval, which will streamline the process and assist in the quick delivery of the projects when funding becomes available.
- 4.3 The Ayrshire Roads Alliance will continue to explore alternatives to traditional construction materials and techniques to significantly reduce the carbon cost of improving/maintaining existing active travel routes and the during construction of new active travel routes which will assist the Ayrshire Roads Alliance in achieving Net Zero by 2030.
- 4.4 Projects noted in 6.1 Table 1 will be progressed through the RIBA stages at the earliest opportunity as funding permits.
- 4.5 The Ayrshire Roads Alliance will submit a future report recommending that South Ayrshire Council adopt Cycling by Design with regional variations.

## 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 *Major Projects:*

**Table 1**

<b>Project Title</b>	<b>RIBA Stages</b>	<b>2023/24 Award (£)</b>	<b>Further 2023/24 funding applications submitted</b>	<b>Comments/ Appendix no.</b>
<b>Girvan to Grangeston</b>	0-2	55,000	100,000	<a href="#">1</a>
<b>Grangeston to Ayr (Culzean Way)</b>	0-1	250,000	n/a	Project not yet awarded to consultant
<b>A719 Underpass</b>	6	200,000	n/a	<a href="#">2</a>

Project Title	RIBA Stages	2023/24 Award (£)	Further 2023/24 funding applications submitted	Comments/ Appendix no.
Doon Valley AT	0-2	800,000	n/a	<a href="#">3</a>
Coylton SRTS	5	204,000	n/a	Construction completed – minor snagging
Ayr to Prestwick	0-2	60,000	225,000	<a href="#">4</a>
Prestwick to Barassie	0-2	72,820	175,000	<a href="#">4</a>
Loans to Troon – North Dr	0-2	58,000	n/a	<a href="#">5</a>
Dundonald to Barassie	5	650,000	n/a	<a href="#">6</a>

## 6.2 **Minor Projects:**

The financial implications that may be incurred from the short-term recommendations from the CAG & MOWG are currently unknown however; an indicative budget of £150,000 has been allocated to deliver these in the current financial year 2023/24.

## 7. **Human Resources Implications**

7.1 Sustrans have taken the decision to remove staff previously provided to deliver Active Travel related support to the public, educational institutions and local businesses; this is a decision that has been taken across Scotland not just in South Ayrshire. The result of this is there are currently no staff providing behaviour change support and training to complement the Active Travel aspirations of South Ayrshire Council. Ayrshire Roads Alliance are currently considering resource options for providing this service going forward.

## 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 The risk associated with rejecting the recommendations is that the delivery of the active travel projects may not proceed within the grant award timeframes resulting in a potential reduction in active travel capital funding.

## 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 7](#).

## **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 Leadership Panel of 8 March 2022 - [South Ayrshire Council's Active Travel Strategy](#)**

**Report to Cabinet of 20 June 2023 - [Active Travel Member/ Officer Working Group](#)**

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**Date: 7 September 2023**

# Appendix 1

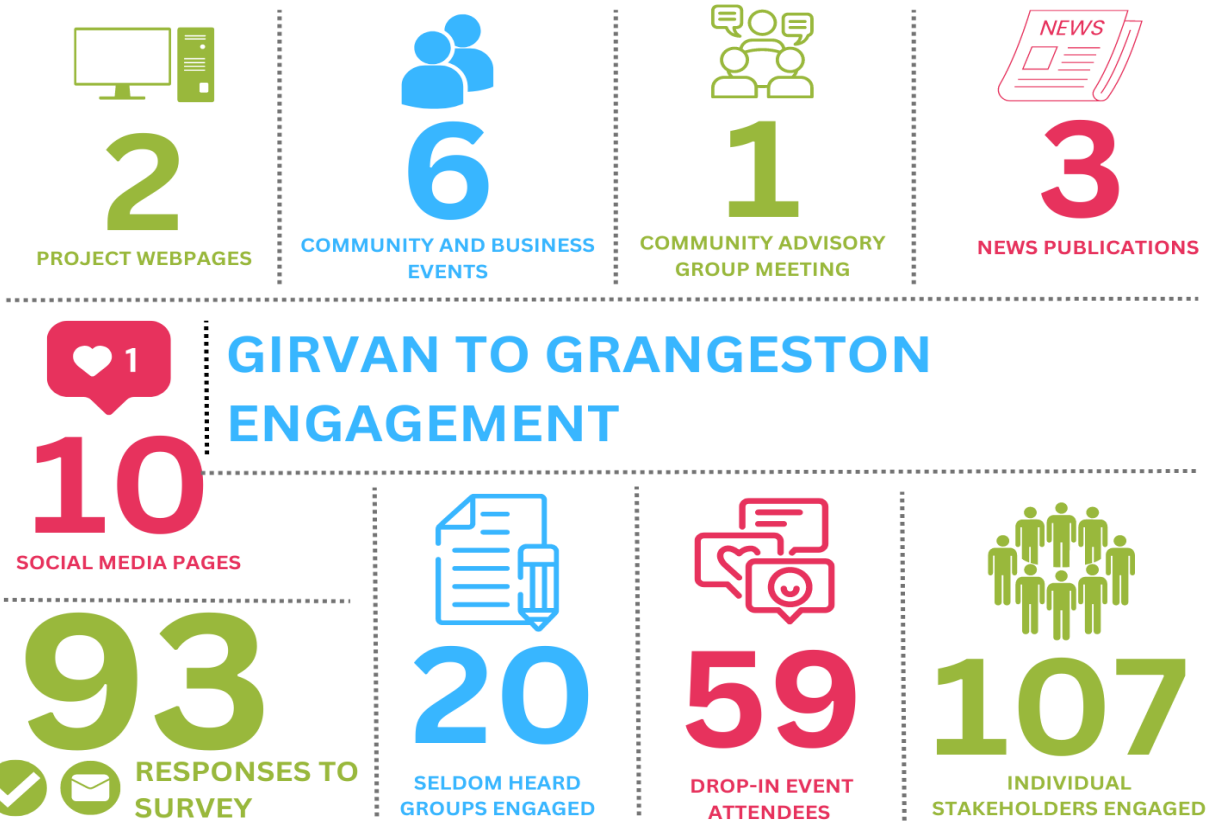
## Elected Member’s Briefing – Girvan to Grangeston Active Travel Route

Date of Issue	Briefing Note
May 2023	Girvan to Grangeston Project Update 1 Briefing Note
Aug 2023	Girvan to Grangeston Project Update 2 Briefing Note

An update of the Girvan to Grangeston Active Travel route can be found below titled *Girvan to Grangeston Project Update 2 Briefing Note – August 2023*. If you wish to read the previous updates from May 2023, please refer to the subsequent sections of this briefing note.

The Girvan to Grangeston project Stage 0 (Strategic Definition) funding deliverables were submitted to Sustrans in late June. Due to an extended period of online and in-person consultation closing at the end of July, the deliverables for Stage 1 (Preparation and Brief) will now be submitted by 31<sup>st</sup> of August. The Stage 2 (Concept Design) deliverables are due for submission at the end of December 2023.

Public engagement for Stage 1 of this project took place over an eight-week period, from Monday 12th June to Sunday 30th July 2023. The response and promotional methods are summarised in the image below.



concern related to the cost of the project and a desire to see funds spent on other initiatives, such as improving road surface conditions.

Ecological, environmental and geotechnical surveys have been undertaken, with the data from these being used to help inform the Stage 1 route development and appraisal.

The project team plan to provide further members briefing updates on the Girvan to Grangeston Active Travel Route once Stage 2 has been completed.

Kevin Braidwood  
Head of Roads

## Appendix 2

### Elected Member's Briefing – Dunure Rd Underpass & Sensory Garden **Summary**

Ayrshire Roads Alliance (ARA), Sweco, Story Contracting and Streets UK worked in partnership to design and construct a new dedicated pedestrian, cyclist and equestrian underpass, avoiding the need to cross the A719 carriageway and allowing the connection of a local walking and cycling path to the strategic National Cycle Network (NCN 7). To build upon the community benefit the underpass brings, a sensory garden and biodiversity area were also installed, within an adjoining site, providing a healthier and attractive environment. Sweco were commissioned to develop the proposals from inception to construction stage. Recently published design standards in the form of Cycling by Design 2021 were used to identify the most appropriate road crossing type. A grade separated option was chosen which “provides the greatest protection to cycle users crossing roads, particularly on higher speed roads”, and also offers the highest level of service.

In addition to the design and construction of the underpass, the project team identified an area of unused land adjacent to the underpass site which offered the potential to improve the alignment of the existing NCN 7 path as it enters/exits the new underpass, enhance the biodiversity, incorporate green and blue infrastructure, improve an historic flooding issue and create a new sensory garden. The constructed garden has improved the look and feel of the local area, provides path users a peaceful and attractive resting area, and offers a richer and more therapeutic experience to a range of people with different needs.

Along with this, extensive engagement has been carried out with the local community and primary school, which consisted of two school visits that allowed the pupils of Doonfoot Primary School the chance to plant their own plants in the new garden and take photographs with the construction plant on-site, that would later be published in the local press. The pupils also attended the opening ceremony where Cllr Iain Campbell cut the ribbon and officially opened the underpass and sensory garden.



Figure 0-1 Photo collage showing the new cycle parking, sensory garden and opening ceremony

# Construction

Story Contracting worked in collaboration with ARA and Sweco to identify and source sustainable materials, particularly within the construction of the sensory garden. With exception of the realignment of a section of the existing NCN 7, the majority of the walkable surface was constructed with a resin bound surface using recycled material, which allows surface water to infiltrate and enter the subsoil, and a boardwalk surrounding the pond/wetland feature using recycled plastic. The new underpass location was once part of a historic railway route (The Maidens and Dunure Light Railway). This was taken into consideration within the design and construction, again, using sustainable materials such as railway buffers, old railway sleepers, used for planters and cycle parking, and coping stones uncovered during construction from the wingwalls of the old railway crossing structure, used as rock features.

This project is a prime example of promoting the shift towards net zero and overall road safety, throughout the scheme the project team strived to incorporate recycled, sustainable and/or reclaimed materials. The following list provides examples:

- The new planters in the sensory area - Story Contracting ensured that as many reclaimed sleepers as possible were sourced within the localised area, both to create an ode to the historic railway line and also to offer opportunities to reuse materials.
- The cycle parking – This was constructed with railway sleepers to ensure that people can safely park their bikes when using the garden.
- Railway copes –Copping stones from the old railway wingwalls have been used as decorative stones throughout the scheme.
- Culvert protection boards – The scheme includes a culvert to direct water under the new realigned NCN 7 path, which were made from reclaimed railway sleepers.
- Scheme sign board – this was constructed purely of reclaimed railway sleepers.
- Recycled resin bound paving – the bulk of the path areas on the scheme are made up of this recycled material paving that allows drainage through the surface rather than running off.
- Railway buffer features – An old railway nearby was used to source railway buffers to be placed in the garden – This is a decorative feature that nods to the area's industrial heritage.
- Recycled plastic boardwalk – the scheme includes a recycled plastic boardwalk which was locally sourced.
- Imported materials – all materials were imported from a local quarry, reducing emissions and supporting local business.
- Wayfinding – the directional signage boards were made up of reclaimed railway sleepers as a back board, removing the need for metal posts.

The construction of the underpass and sensory garden was completed in June 2023, with the opening ceremony held on 15<sup>th</sup> June 2023.



Figure 0-2 Photo collage showing different elements of the construction phase



## Next Steps

This project has ensured that people choosing to walk, wheel or cycle can do so safely, tackling one of the key barriers to increased active travel. The sensory garden has complimented the new underpass by providing an attractive area to rest and/or visit, again, with the aim of encouraging an uplift in active travel. ARA have also committed to providing new school markings within the Doonfoot Primary School playground which will support cycling training for the pupils.

# Appendix 3



July 2023

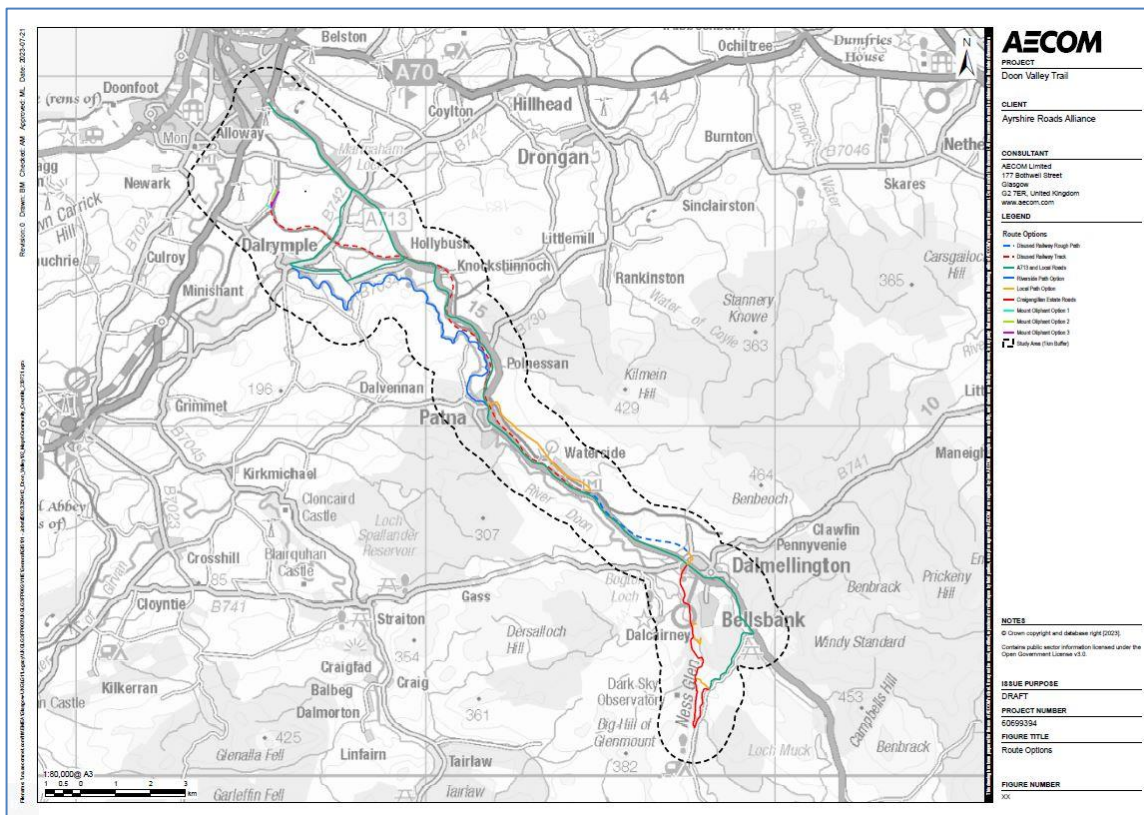
## Doon Valley Trail Update

Dear Councillor,

### Background

AECOM have been commissioned by Ayrshire Roads Alliance to provide technical support on proposals to deliver a high quality and inclusive active travel route between Ayr and Loch Doon, improving accessibility and connectivity between the settlements of Ayr, Dalrymple, Hollybush, Patna, Dalmellington and Bellsbank.

This work will build upon the outcomes of an initial feasibility study prepared in 2022 which assessed the possibility of potential active travel corridor between Ayr and Loch Doon. In addition to routes considered by this earlier feasibility study, the Project Team has also identified further potential additional routes that could accommodate an active travel route. These routes are



highlighted in Figure 1.

### Purpose

AECOM are providing technical support through the RIBA design stages with Stages 0, 1 and 2 due to be completed by end of Summer 2023. Stage 3 and 4 design stages will progress thereafter with the intention to have technical design of parts of the route ready for funding applications in the near future.

Figure 3 Study Area

At this initial stage of the study, the Project Team is seeking to engage with the local communities and other key stakeholders across the Doon Valley to understand what the Doon Valley means to them, their thoughts on the routes which are being considered as well as regarding active travel in general. The outcomes from these activities will directly feed into the development of problems and opportunities and to help identify a Preferred Route which will be further developed by the Project Team.

### **Next Steps**

As part of the initial development of a technical submission, the Project Team is eager to liaise with the local communities and other key stakeholders across the Doon Valley at the earliest opportunity possible. This initial stakeholder and community engagement is planned in August where the Project Team will be hosting pop-up engagement events in Dalrymple on the 1<sup>st</sup>, Patna on the 2<sup>nd</sup> and Dalmellington on the 3<sup>rd</sup>. The locations for these activities are:

- In Dalrymple at the Play Park on Barbieston Road
- In Patna on the Village Green on the corner of Dallowie Road and Carskeoch Drive
- In Dalmellington outside Dalmellington Leisure Centre.

All of these planned events will run from 1pm until 7pm and will have various members of the project team to answer any questions and to provide more information on the project.

We've also developed a website for the Project which provides an overview of the project as well as providing the opportunity to share thoughts and views on both the proposed routes but also on the wider project. This can be found at [www.DoonValleyTrail.co.uk](http://www.DoonValleyTrail.co.uk).

Kind regards,

The Project Team  
DoonValleyConsultation@aecom.com

## Appendix 4

### Elected Member's Briefing – Ayr to Barassie Active Travel Route

Date of Issue	Briefing Note
December 2022	Ayr to Barassie Project Notification Briefing Note
March 2023	Ayr to Barassie Project Update 1 Briefing Note
May 2023	Ayr to Barassie Project Update 2 Briefing Note
August 2023	Ayr to Barassie Project Update 3 Briefing Note

An update of the Ayr to Barassie Active Travel route can be found below titled *Ayr to Barassie Project Update 3 Briefing Note – August 2023*. If you wish to read the previous updates from December 2022, March 2023, and May 2023 please refer to the subsequent sections of this briefing note.

All Ayr to Barassie project Stage 1 (Preparation and Brief) funding deliverables have been submitted to Sustrans, which is forecasted to bring together the completion of Stage 1 in August 2023. Sustrans will complete a review of the submitted Stage 1 deliverables, which will evaluate the deliverables to ensure the project meets the requirements to progress to Stage 2 (Concept Design). Deliverables for Stage 1 include:

- Location Plan
- Feasibility Study
- Statutory Permissions Identification
- Equality Impact Assessment
- Preliminary Ecological Appraisal
- Budget Forecast
- Monitoring and Evaluation Plan
- Updated Project Management Documents
- Updated Communications and Engagement Documents
- Public Life Survey
- Project & Design Risk Registers
- Environmental and Sustainability Review
- Community Asset Map
- Plan to Create Community Advisory Group

With over 1,000 people engaged via in-person consultation events, online surveys, and school workshops, the outcomes of the round one engagement resulted in more than half (52%) of the respondents evaluating the existing active travel infrastructure as inadequate or poor. The indicative active travel route outlined for consultation purposes was supported by 79% of the respondents with 32% requesting minor changes. The proposed new pedestrian and cycle bridge crossing the River Ayr and linking South Harbour Street and North Harbour Street was favoured by more than four out of five (82%) respondents. Further information on The Ayrshire Link round 1 consultation can be accessed in the [Round 1 Consultation Summary](#). The feedback from the round 1 engagement was used to inform the identification of the preferred route:

[https://drive.google.com/file/d/1xwY\\_1exMMH2JRiqOUYFiRgtGMyMYNXOY/view?usp=sharing](https://drive.google.com/file/d/1xwY_1exMMH2JRiqOUYFiRgtGMyMYNXOY/view?usp=sharing)

Figure 3-4: Ayr to Prestwick Preferred Route (Red Line shows the preferred route and the Green Line shows the options for Saltpans Connection which will be determined following landowner consultations)

<https://drive.google.com/file/d/1UzAI7EfOdwoBCZuAjiYtGYPR2rfd0Xh-e/view?usp=sharing>

Figure 3-2: Prestwick to Barassie Preferred Route

Following the completion of Stage 1, the project team will progress Stage 2 (Concept Design) which is due for completion in December 2023. At this stage, the Comprehensive Concept Package is the main deliverable which depicts and explains the design ideas being taken forward. Further public engagement and stakeholder consultation is planned for Stage 2 which will advance the engagement completed to date during Stage 1.

Kevin Braidwood  
 Head of Roads

## Appendix 5

### Briefing Note – Loans to Troon Phase 3 Active Travel Route

Date of Issue	Briefing Note
May 2023	Loans to Troon Phase 3 Project Notification Briefing Note
August 2023	Loans to Troon Phase 3 Project Update 1 Briefing Note

#### Loans to Troon Phase 3 - Project Update 1 Briefing Note (August 2023):

All Loans to Troon Phase 3 design options drawings for Stage 2 (Concept Design) have been presented to the elected members for feedback. The elected members have subsequently accepted the recommendations for the preferred option (1b) in principle, however, a request has been made to organise a follow up session to answer any design related queries. Following this, a further round of consultation will take place with the local community to ensure that the designs meet the expectations of the public and the project can progress to the next stage of design.

#### Loans to Troon Phase 3 - Briefing Note (May 2023):

This document provides an executive summary of the design options explored, explaining the rationale of each one, for Phase 3 of the Loans to Troon Active Travel route. This scheme has already seen Phases 1 & 2 successfully constructed.

Phase 3 is the completion phase of the project and aims to connect Phase 2, ending at the north end of Buchan Road, outside Muirhead Primary School to the settlement of Loans, as shown below in Figure 1.

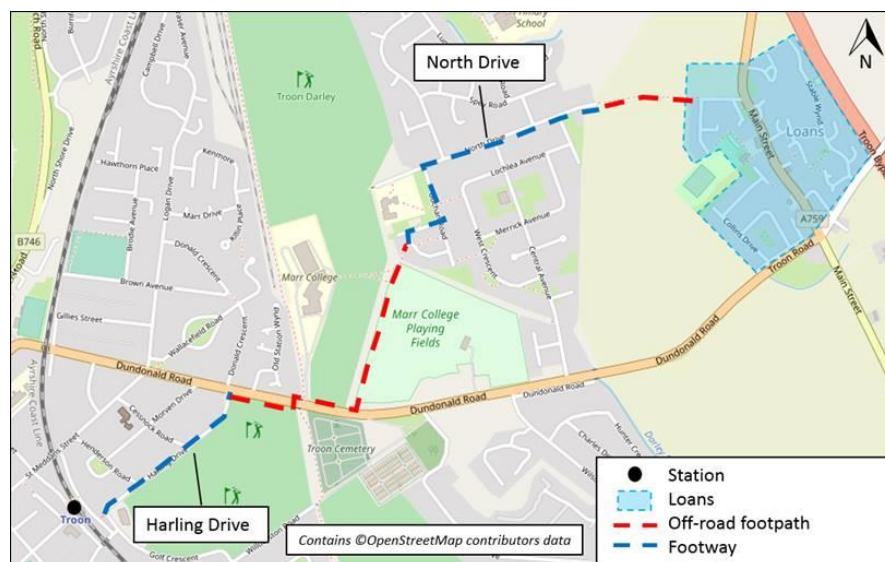


Figure 5: Full route proposal

## **Executive summary**

Whilst it is appreciated the route for Phase 3 rests with ARA, though based on the engagement results, Sweco's thoughts from an active travel specialist are detailed throughout this document.

Having considered all the feedback from recent consultation (ending in January 2023 and report contained in Appendix C), the key themes listed below were drawn out;

1. Residents are strongly opposed to a one-way system on North Drive
2. Removal of on street parking is a concern for residents who have more than one car/for visitors
3. Generally viewed that the number of people using the completed phases 1 & 2 did not justify the need for dedicated cycle tracks on either North Drive or Lochlea Avenue, subsequently meaning there was insufficient demand for fully segregated cycling infrastructure
4. A lighter touch would be more appropriate – reduce speed limit, traffic calming (build outs/raised table)
5. Preferred concept is a shared use path on North Drive owing to it being more direct

Taking the above, and results from previous consultation, into account combined with the SWOT analysis undertaken for the routes described throughout this document, *it would be the recommendation that North Drive Option 1.a be progressed.*

Having a shared use path on the north side would be the most direct route whilst allowing both pedestrians and cyclists to use this side of the street.

## **Project Background**

A feasibility report, produced and written by Sweco in March 2019 identified the full scheme route in Figure 1 as the most favoured, based on feedback from stakeholder engagement, undertaken in January 2019.

The stakeholders involved in this initial consultation consisted of; Troon Community Council, Loans Community Council, South Ayrshire Council, Marr College and SAPI.

Following completion of Phases 1 & 2, public consultation for Phase 3 was carried out between September and October 2021 through an online ArcGIS Hub and questionnaire. This had a focused approach of: (i) stakeholder targeted engagement and (ii) location-orientated public consultation.

The process followed between September 2021 and present (Feb 2023) is outlined in Figure 2 below.

The main themes drawn out from the initial consultation in 2021 were:

- Walking is the second most common form of transport, after car/van use for commuting to and from work
- The highest ranked factor in order of importance (from the choices available) for secondary barriers to cycling was 'children can walk and cycle safely'. 'Long distance to travel' was the main prevention for over half the participants
- 33% of respondents said they would be likely to use a dedicated walking/cycle path to school

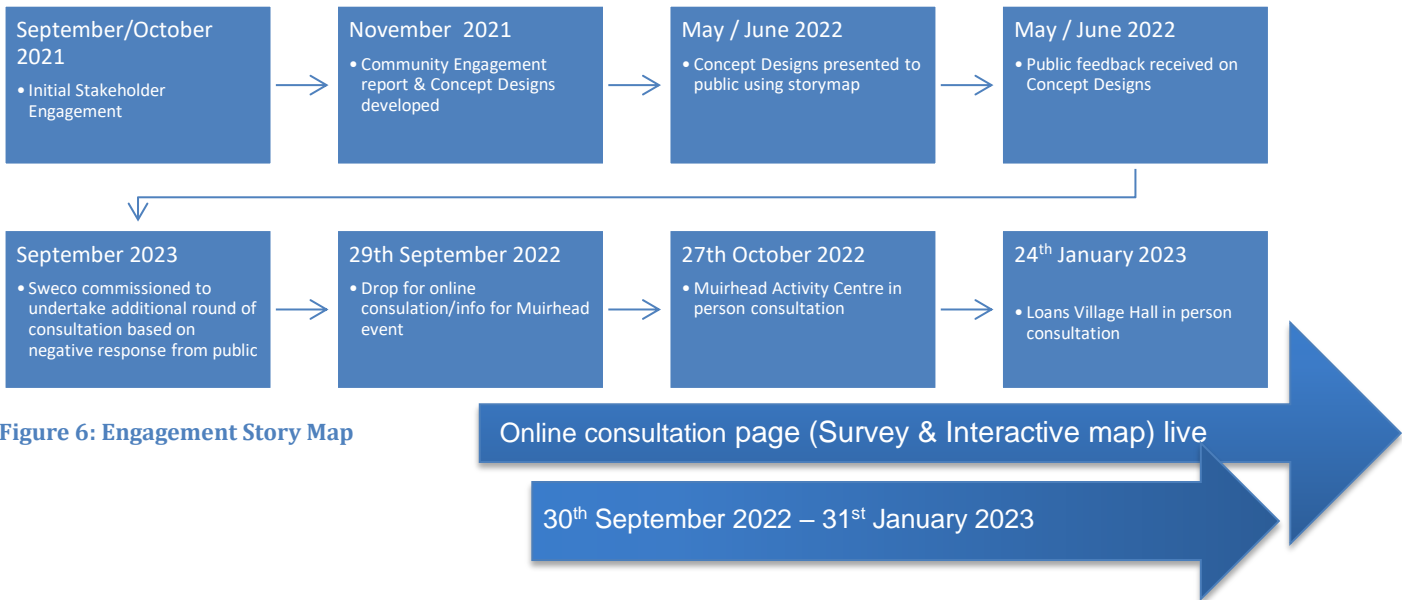
The results from this round of consultation were analysed and documented in the Community Engagement report, produced in April 2022. The report concluded with two route corridors being identified for further consideration and development.

Concept designs were produced based on the responses and comments received during this initial public consultation period.

These designs were presented to the public using online story map in May & June 2022, affording the opportunity for feedback, which was generally negative.

Based on the negative public response, Sweco were further commissioned to undertake a second round of Phase 3 public engagement between October 2022 and January 2023, resulting in a reiteration of concept designs. This round of engagement included two in person workshops sessions, outlined in Figure 2.

An addendum to the April 2022 community engagement report has recently been produced to include the second round of consultation (Appendix C).



**Figure 6: Engagement Story Map**

## **Design Options**

Taking cognisance of the themes outlined in sections 1 and 2 of this document, the below describes the route corridors, concept options and relationship of each option to the themes.

Route Corridor 1 – North Drive  
Route Corridor 2 – Lochlea Avenue

North Drive has three potential design options, while Lochlea Avenue has one. These are;

North Drive - Op1.a - Shared Footway  
North Drive - Op1.b - Shared Footway with Modal Filter  
North Drive - Op2 - Bi-Directional Only - Two-Way Road  
Lochlea Avenue - Op1 - Bi-Directional One Way Road (Eastbound)

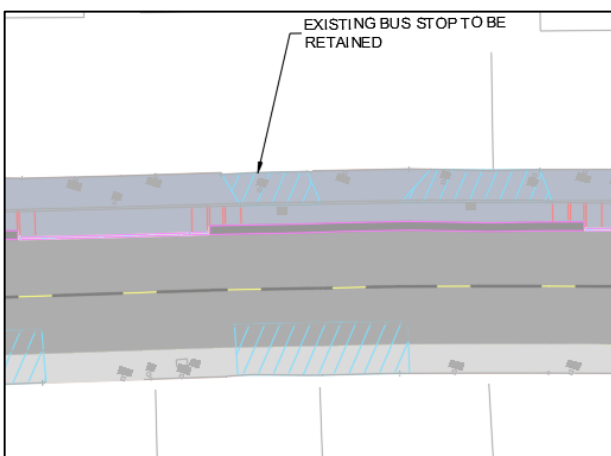
### **North Drive Option 1.a – Shared Footway**

This option proposes widening the existing footway on the north side of North Drive to create a 3m wide shared use footway, whilst retaining the existing 1.6m wide footway on the south side.

The proposal would see the existing carriageway narrowed to create a 6.5m wide two way system, achieved by altering the location of the existing kerbline along the south side of the carriageway whilst retaining the existing footway.

The existing driveways (shown as blue hatches in Figure 3 below) interspersed with driveway crossings and associated kerblines would be removed to achieve this.

An extract of the proposal is shown below in Figure 3.



**Figure 7: Extract of North Drive Option 1.a proposal**

In order to control traffic speeds, three raised tables are proposed; namely at the North Drive junctions with; Deveron Road, Afton Gardens and Earn Road.

This option would meet theme 1,3,4 & 5 in section 1 of this document.

Whilst this option is not removing on street parking as such, narrowing the carriageway could impact traffic movement whilst retaining on street parking.

#### North Drive Option 1.b – Shared Footway with modal filter

This option proposes the same infrastructure as above but with the addition of modal filters, in order to create a quiet street.

This option was explored, however the traffic data collected shows the highest volumes are between Afton Gardens and Deveron Drive. In order to effectively reduce traffic volumes, it would be recommended a modal filter would need to be implemented between these streets, which would seem impractical.

Initial thoughts were a modal filter could be installed between Afton Gardens and Earn road but based on the traffic data, this would have minimal impact.

There are various options for modal filters including planters, bollards and light segregation bollard units.

There is also the option of using this as a trial – provided temporary infrastructure such as light segregation bollard in kerb and bollard units are used.

#### North Drive Option 2 - Bi-Directional Only - Two-Way Road

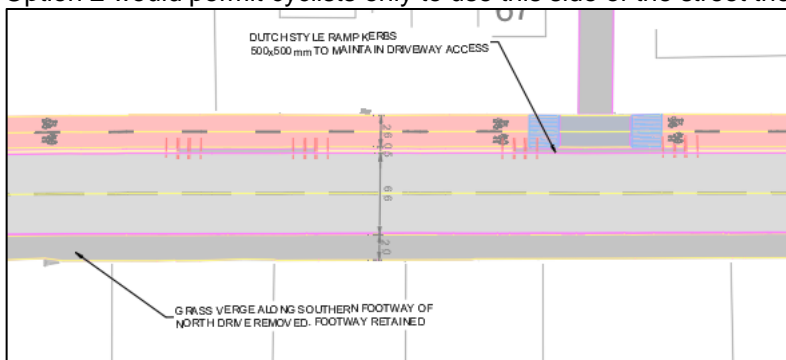
This option proposes a 2.6m wide, bi-directional cycleway on the north side of North Drive incorporating a 0.5m wide buffer zone, shared use areas at junctions and dutch style ramp kerbs for driveways.

A 2m wide footway is proposed for the south side, utilising and widening the existing footway.

The carriageway would be a 6.5m wide two way system, again, being achieved by removing the grass verges and altering the kerblines on the south side of the carriageway.

An extract is demonstrated in Figure 4.

Option 2 would permit cyclists only to use this side of the street therefore restricting pedestrian movement.



**Figure 8: Extract of North Drive Option 2 proposal**

If the speed limit of North Drive were reduced to 20mph (as is proposed across all options) then it is likely the buffer zone could be removed.

This option would create some consistency with Phases 1 & 2 in the way of bi-directional segregated cycle way however, owing to the nature of North Drive, the segregation itself would create an inconsistent experience for the user.

This option counters the key themes outlined in section 1 of this report.

#### Lochlea Avenue – Option 1 - Bi-Directional One Way Road (Eastbound)

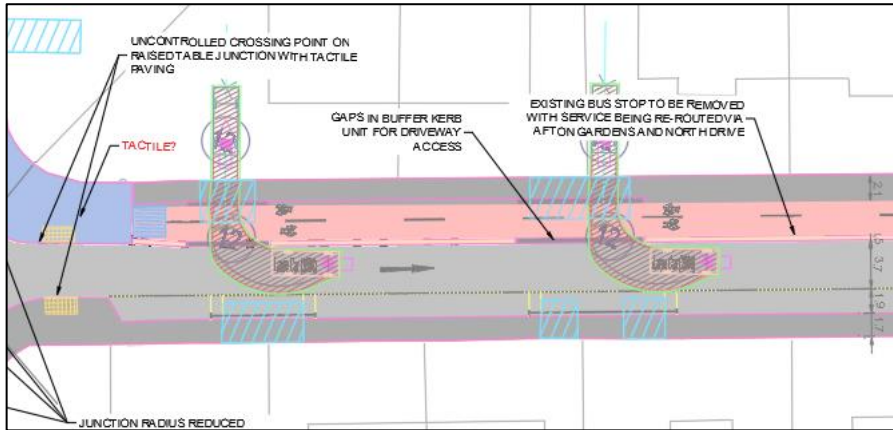
This proposal sees a combination of shared use and segregated bi-directional infrastructure in conjunction with a proposed narrowed carriageway and the creation of a one way system for motorised vehicles.

The route connects Buchan Road to West Crescent using an existing 2.5m wide footpath, where a proposed 3.4m wide shared use path runs north – south up West Crescent.

A proposed 2.5m wide segregated bi-directional cycleway with a 1.6m footway to the rear then runs east to west along Lochlea Avenue and north-south up Aldersyde Avenue.

Shared use areas are proposed at the junctions where Lochlea Avenue meets with Central Avenue and Aldersyde Avenue, and where Aldersyde Avenue meets North Drive.





**Figure 9: Extract of Lochlea Avenue Option 1 proposal**

This proposal would be achieved by widening the existing footway on the north side of Lochlea Avenue, narrowing the existing carriageway (the subsequent requirement for a one way system) and removing the verges along the south side, with formalised parking areas proposed.

Lochlea Avenue is a less direct route and would incur several busy junction crossings – particularly at the Lochlea Avenue/Central Avenue crossroads.

With Lochlea Avenue being a current bus route, engagement with bus companies could be deemed a significant project risk if this option were to be progressed.

#### **4. Next Steps**

Following the production of this document the updated concept designs, community engagement report and this briefing document will be sent to Ayrshire Roads Alliance and elected members for consultation.

Feedback will be taken on board and the designs progressed accordingly where practical.

There is the possibility of extending the scheme into Loans which could potentially be captured, as a Phase 3a, as the designs develop.

Going forward, it would be intended to develop the Loans extension to the same standard as the current Phase 3 and undertake further consultation covering both sections.

Concept designs will be produced with the intention of progressing to RIBA Stages 3 & 4, which are the developed design and technical design stages.

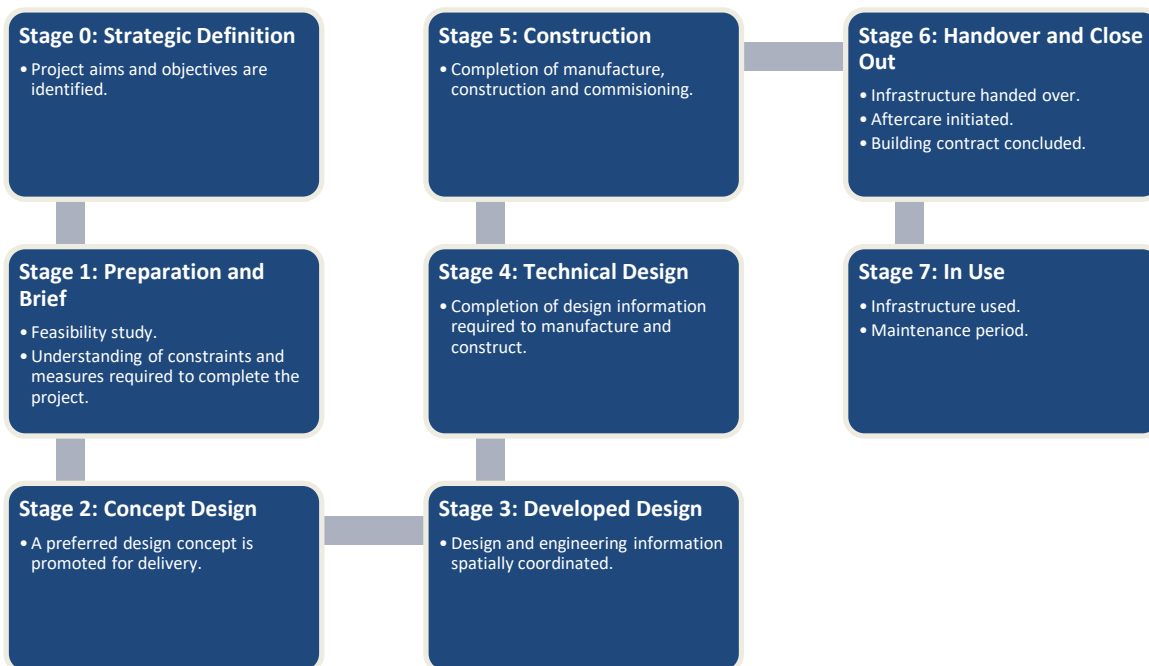
Kevin Braidwood  
Head of Roads

## Appendix 6

### Elected Member’s Briefing – Dundonald to Barassie Active Travel Route

Date of Issue	Briefing Note
Aug 2023	Dundonald to Barassie Project Update 1 Briefing Note

This document provides a briefing note of the design progress of the proposed active travel route between Dundonald to Barassie. Ayrshire Roads Alliance has commissioned Sweco UK to carry out the design development of the scheme. The project has secured funding from Sustrans Places for Everyone for Stages 3-4, which has advanced the project through Developed and Technical Design in late 2022. The Sustrans Places for Everyone stages are outlined in Figure 1.



**Figure 10: Sustrans Places for Everyone Stages and Outcomes.**

The Dundonald to Barassie project will provide a key active travel link for the community of Dundonald, linking them with Barassie, Troon and their respective railway stations. The route seeks to link existing and future communities and visitors through high-standard, accessible and attractive walking, cycling and wheeling infrastructure. This project will tie in with other Ayrshire Link projects between Ayr, Prestwick and Barassie. Dedicated active travel infrastructure is widely understood and accepted to create, and maintain, a physical environment that encourages more journeys to be undertaken through active travel means. This can help contribute to; improved physical and mental health among people of all ages, reduced motor-vehicle congestion on roads, accelerated localised economic growth and a reduction in the carbon footprint of travel across Ayrshire. The Dundonald to Barassie project Stage 4 (Technical Design) funding deliverables were completed for Sustrans PfE scheme in the Autumn of 2022. Due to ongoing landowner discussions, the project has been paused and the application for Stage 5-7 funding will be submitted once the discussions have been concluded.

Kevin Braidwood  
 Head of Roads

# Appendix 7



## 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	Active Travel Strategy Performance 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)
<b>Eliminate unlawful discrimination, harassment and victimisation</b>	Low
<b>Advance equality of opportunity</b> between people who share a protected characteristic and those who do not	Low
<b>Foster good relations</b> 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**

<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> )	<input checked="" type="checkbox"/> <b>YES</b>
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	<b>NO</b>
<b>Rationale for decision:</b>  <b>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.</b>	
<b>Signed :</b> Kevin Braidwood	<b>Head of Roads</b>
<b>Date:</b> 31 August 2023	