Ayrshire Joint Structure Plan

MONITOR 2004

a set of indicators to monitor structure plan policy

Further copies of MONITOR 2004 are available from the

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The Ayrshire Joint Structure Plan and Transportation Committee is a jointly funded partnership between East Ayrshire Council, North Ayrshire Council and South Ayrshire Council.

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AYRSHIRE JOINT STRUCTURE PLAN - MONITOR 2004

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Foreword

Welcome to **MONITOR 2004** the third in a series of monitoring statements prepared by the Ayrshire Joint Structure Plan and Transportation Committee to monitor the strategic aims and objectives of the Ayrshire Joint Structure Plan. The approval of the Plan by Scottish ministers in January 2000 marked the conclusion of the first Structure Plan to be prepared jointly by adjoining councils in Scotland. At the time it was recognised however that if the strategic planning process is to remain successful it must be able to respond to changing circumstance. This requires regular monitoring of policy and a review if necessary.

MONITOR 2000 published four years ago presented a range of economic, social and environmental data and build on the strategic environmental appraisal that was integral to policy development. It established a baseline against which progress toward these aims and the wider goal of sustainable development within Ayrshire could be measured. It was widely regarded as presenting policy areas succinctly, with useful pointers to sustainable development issues and, within the development plan category, won a Scottish Award for quality in planning in 2000.

MONITOR 2002 "rolled forward" this previous work and added commentary on progress and emerging issues. In addition the monitoring series was extended to provide a more extensive set of indicators on transport and travel patterns.

MONITOR 2004 will be the last in this series of monitoring statements. The Ayrshire Joint Structure Plan & Transportation Committee has announced their intention to prepare a replacement plan. In order that this new plan accords with good practice and ensure policies are developed in a robust manner, a sustainability appraisal is being undertaken in tandem with plan preparation. This process will devise new criteria on which future monitoring can be developed.

We hope that you will find the information of interest and join with the local authorities in Ayrshire to meet the challenges faced in the future.

Context

a vision for Ayrshire

Economic Growth and Environmental Quality achieved through a Balanced and Sustainable Strategy for the benefit of *Ayrshire* and Scotland.

Ayrshire Joint Structure Plan

The Ayrshire Joint Structure Plan sets out a vision which recognises that sustainable economic growth and environmental quality lie at the heart of the future well-being of all who live and work in Ayrshire. The realisation of this vision will depend on:

- The development of a business base that is innovative, entrepreneurial and highly skilled and is supported by high quality industrial and business locations;
- Enhanced protection for the environment and management of the natural and non-renewable resources in a way that future generations will be able to enjoy;
- Ensuring communities are able to benefit equally from increasing prosperity and that area differences are reduced; and
- The promotion of the principles of sustainable development.

These four interlinking themes lie at the heart of the policies within the plan and underlie the Statement of Strategic Intent on which the Ayrshire Development Strategy and all the plans' policies, is based.

The Ayrshire Joint Structure Plan also provides a common framework by which private companies, public agencies and Councils in Ayrshire can prepare their individual resource programmes. The realisation of the plan therefore depends not just on the decisions taken by the planning authorities but on genuine partnership between a host of organisations and individuals working together toward common objectives.

Monitor 2004 charts the progress that is being made in these areas and the difficulties in meeting the challenges faced.

STATEMENT OF STRATEGIC INTENT

- **Promotion of Economic Growth;**
- **Protection and Promotion of the Vitality and Viability of Existing Settlements;**
- **Protection and Enhancement of the Countryside and the Environment;**
- **Promotion of the Principles of Sustainable Development.**

Ayrshire Joint Structure Plan 1999

"Achieving a sustainable Scotland will not be easy. But by placing sustainable development at the heart of all our policies, we believe that we will move closer to preserving our quality of life for now and for the future".
Source: Alan Wilson, Depute Minister for the Environment & Rural Development 2004

Indicators

The set of indicators presented in this report were first published in MONITOR 2000. This established a baseline against which progress in the implementation of the Ayrshire Joint Structure Plan could be judged. The indicators that have been chosen inform us in “short hand” which direction the strategy is heading, and whether it is the right direction. Over time it is possible to identify whether the policies in the plan are succeeding in their desired effect. Where possible indicators have been chosen to be comparable on a national basis as well as reflecting the Ayrshire situation.

While any group of indicators is undoubtedly arbitrary, the indicators within this document have been presented around the four statements of strategic intent:- economy, environment, the promotion and protection of the vitality and viability of existing communities and sustainable development. These elements underpin the basis of the Ayrshire Development Strategy. It is recognised however that there are significant linkages between indicators for example, poverty and unemployment, and these will transcend the boundaries within which the indicators are presented.

Sustainable Development

Sustainable development underpins all other policy frameworks and is therefore included not as a separate chapter, but as direction for each objective. They are represented in the text by:

Moving towards sustainability ⇧

Moving away from sustainability ⇩

Could go in either direction ⇔

The direction of each indicator has also been colour coded to reflect change during the monitoring cycle.

Red	*Deterioration*
Orange	*No significant change*
Green	*Improvements made*

Opportunity to Comment

We hope that you find the indicators presented of interest. A more extensive range of background material can be found on our web site at www. ayrshire-jsu.gov.uk. We would welcome any comment you wish to make on the content of the document through our online discussion forum or by direct correspondence.

COMMENT SHOULD BE SENT TO:

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An online discussion forum is also available on web site www.ayrshire-jsu.gov.uk

A Summary of Key Points in MONITOR 2004

ECONOMY

- GDP per head slips further below the Scottish and UK average
- Employment is forecast to stabilise and slowly grow
- £590 million has been programmed or invested
- Business start-ups per annum which have fallen by over a quarter since 1997, have increased slightly in the most recent year (2002)
- There has been a substantial loss of employment in key sectors of the economy
- Unemployment has been falling, until the most recent period, but still remains high compared with other areas of Scotland and the UK
- Population within Ayrshire continues to fall and age as a result of natural change and migration
- The skills within the workforce continue to improve

ENVIRONMENT

- Climate change is having an impact on Ayrshire
- The thermal efficiency of homes in Ayrshire has improved significantly in recent years
- Energy generated from renewable sources in Ayrshire has significantly increased in the last two years
- Air Quality is good and continues to improve
- Riverine and Bathing Water quality continues to improve
- Soil is a finite resource and an important eco-system. The lack of monitoring data is a cause for concern
- One quarter of all planting is now broadleaf. Farm woodland has doubled in area since 1991. Arable land has fallen 15% since 1991
- A framework has been set for the protection of habitats and species in Ayrshire
- The amount of waste recycled has increased
- Production in opencast coal mining has fallen

COMMUNITIES

- Children living in the Social Inclusion Partnership Areas are twice as likely to live in a household with no working adults
- Almost two thirds of recent retail investment has been in the town centres of Ayrshire
- The majority of residents within Ayrshire perceive they have well placed facilities and services
- Traffic on the road network continues to grow at over 2% per annum
- There has been a moderate fall in the amount of vacant and derelict land since Monitor 2000
- 50% of new housing is on brownfield land
- The lack of resources to monitor adequately the impact of development on the heritage resource remains an area of concern

TRANSPORT

- Most households are within a few minutes walk of the nearest bus stop and over 40% have access to a bus service every 26 minutes or less
- Those on lower incomes are more likely to walk to work or school/college or travel by public transport
- Major Public Transport Investment is proposed which will improve accessibility and maximise the use of alternaties to the car
- In 2002/2003, 1.8 million bus miles were subsidised in Ayrshire
- Rail Patronage is increasing
- Over 2 million passengers used Glasgow Prestwick International Airport in 2003/2004
- £147 million of Scottish Executive trunk road investment has been committed to Ayrshire
- Over one million tonnes of goods per year have been transferred from road to rail and sea through Freight Facilities Grants
- Traffic in Ayrshire is growing at 2% per annum
- Serious and fatal road accident casualties have fallen
- Ayrshire has 150 kilometres of National Cycle Network
- Carbon dioxide levels will increase considerably by 2010 if nothing is done to reverse current trends

Economy

OBJECTIVE: To promote a healthy, diverse and sustainable economy as a source of wealth and jobs.

Ayrshire's Economic Resources

" In the 21st Century Ayrshire will again be a vibrant and sustainable economy which, both in its own right and in partnership with other areas of Scotland, contribute to the wider Scottish economy and in which all of Ayrshire's people enjoy the levels of opportunity for employment and the level of prosperity expected throughout Scotland"
Source: Ayrshire - Scotland's Western Gateway - Ayrshire Economic Forum 2003

The economy of Ayrshire is increasingly becoming more open to international competition and influence by new information and communication technologies. These changes bring with them many opportunities and challenges if our economy is to remain competitive. Future prosperity and employment is dependent on how we adjust to this rate of change, on how economic activities recognise the importance of innovation, invest in technology and develop world- class skills to compete internationally.

THE CHALLENGE

- promote a **diversified economy** with organisations committed to innovation and enterprise
- assist in developing Ayrshire as a **competitive business location**
- facilitate the **acquisition of new skills** to meet the challenges of a diverse economy
- address problems of **economic exclusion** by providing access to opportunity across all communities
- addressing **image perception and confidence** in the economy

OBJECTIVE: To promote sustainable economic growth

Economic Growth (£ per head UK = 100)							
	1995	1996	1997	1998	1999	2000	2001
Scotland	100	100	99	97	96	95	95
East Ayrshire/ North Ayrshire	80	79	77	75	72	71	69
South Ayrshire	93	92	91	90	90	89	89
Ayrshire	84	83	82	79	78	76	75

Source: SLIMS

Economic Output

Growth in output (GDP) is the principal measure of the wealth created within an economy. It is a key indicator of economic prosperity. The total GDP of Ayrshire is estimated to be around £3.9bn, equivalent to 5.7% of GDP for Scotland. In recent years the rate of growth in the Ayrshire economy has been less than that experienced elsewhere in the UK. GDP per head was £10,800 in 2001 (latest available figures), well below the Scottish and UK averages, which stood at £13,700 and £14,400 respectively. The poor relative performance of Ayrshire over the period 1995 to 2001 is shown by GDP per head falling from 84% of the UK figure in 1995 to 75% in 2001.

GDP per head slips further below the Scottish and UK average

Employment Forecast for Ayrshire By Sector, 2003—2011			
Employment by industry	Employment Forecasts		
	2003	2004	2011
Primary	1,200	1,200	1,100
Utilities	1,500	1,500	1,400
Manufacturing	20,100	19,700	18,000
Construction	9,500	9,500	9,200
Retail, Distribution, Hotels & Catering	32,700	32,900	34,500
Transport & Communications	6,900	6,900	6,600
Financial & Business Services	13,600	13,700	15,800
Public Admin, Education & Health	36,300	37,300	38,200
Other Services	8,000	8,000	8,800
Total Employment	129,900	130,700	133,800

Source: SLIMS

Knowledge Economy		
	Change 1995-2000	
	Employment	%
Ayrshire	-2,500	-17
West of Scotland	+26,700	+24
Scotland	+65,400	+24

Source: SLIMS

Employment

In common with many of the regional economies within Europe, Ayrshire continues to undergo a restructuring of it's employment base. This has seen a shift away from manufacturing and extractive industries as the main source of employment toward sectors such as micro-electronics, telecommunictions, civil aviation, computers and particularly the service sectors which now dominate the labour market with 75% of all jobs.

While this transition has resulted in substantial job losses, (particularly in manufacturing where almost 40% of jobs lost in manufacturing in the West of Scotland since 1995 were within Ayrshire), there has been an overall increase in employment of 2.8% between 1996 and 2001. Ayrshire's performance has been relatively poor compared with the rest of Scotland, the UK and particularly the West of Scotland, which grew by 10.4%, 10.1% and 13.6% respectively.

In the future it is hoped that a more diverse economy will be more robust to changes in the demand for goods and services than has been experienced in recent years. Employment is forecast to grow by 3% to 2011, behind the West of Scotland (5.6%) and UK (3.8%), but ahead of Scotland (2.1%).

However as the table opposite shows the creation of additional jobs provides a considerable challenge for the future particularly within the sectors which offer good employment growth prospects and which contribute to the knowledge economy, eg. business services. Worryingly, employment in these growth sectors actually fell in Ayrshire by 17% between 1995 and 2002. In contrast employment in Scotland and the UK grew by 24%.

Employment is forecast to stabilise and slowly grow

OBJECTIVE: To develop a physical environment which meets the needs of new and existing businesses

Strategic Capital Investment

Good communications and infrastructure systems are vital to long term competitiveness and the capacity of Ayrshire's economy to adapt to and benefit from economic change. Sustained investment is necessary to develop that capacity and to improve economic productivity and secure a sustained improvement in economic output.

In Monitor 2000 it was recognised that sustainable solutions to infrastructure provision would be based on greater integration of land-use, transport and economic resources and that future improvement would lie in investment which:

- promoted further the international business links at Glasgow Prestwick International Airport;
- addressed issues of capacity on the rail network;
- secured improvements to rail services and journey times;
- promoted faster and more frequent public transport links between major towns within Ayrshire;
- secured investment in ICT infrastructure; and
- promote investment in sites and premises to meet the needs of the 'knowledge economy'.

As the table opposite shows, since Monitor 2002, progress continues to be made in addressing these priorities. In addition, in 2003, renewed emphasis was given to the central role of transport, communications, port and other infrastructure investment through publication of the Economic Forum's Strategy, Ayrshire: Scotland's Western Gateway. Infrastructure investment programmes in excess of £590m have been identified. The coverage of broadband provision within Ayrshire is now over 80%. A number of studies are also being undertaken, particularly in relation to road, rail and water and sewerage, which will inform future priorities. Preliminary findings for water and sewerage indicate a funding shortage in excess of £100m to alleviate constraints on future development.

£590 million has been programmed or invested

Ayrshire – Major Infrastructure Improvements

	Capital Investment	Progress
Road		
M77 Extension	£84m	Due for Completion 2005
Three Towns Bypass	£34m	Due for Completion 2005
Trunk Road Programme	£28m	Programmed
Rail		
Proposed Barrhead/ Kilmarnock additional capacity	£15m	No progress
New Rolling Stock	£120m[+]	Completed
Crossrail & Glasgow Airport Link^	£178m	Study in progress
Railhead Infrastructure		
• **Cronberry Link**	£15m	Programmed
• **New Cumnock**	£2.5m	Completed
• **Barrhill**	£4.4m	Proposed
Ports		
Ardrossan Harbour	£1.0m	Completed
New terminal at Troon Harbour	£4.5m	Completed
ABP Acquired Ailsa - Troon Dry Docks & Pier		2002
Road Access Ayr Harbour	£4.4m	Completed
New Storage/Distribution Facility, Ayr	£1m	Completed
Carrick Terminal	£1m	Completed
Airport		
Ryanair, Maintenance Depot	£10	Completed
Water & Sewerage		
Water & Sewerage Schemes (various)	£45.6m	Work ongoing
Industrial Sites		
Ardeer	£2m	Completed
Prestwick International Aerospace Park	£7.3m	Work ongoing
Rowallan, Kilmarnock	£2m	Completed
Riverside, Irvine	£5.5m	Completed
ICT Infrastructure		
Broadband Links	£25m+	Programmed ongoing
TOTAL	**£590m+**	

Source: Ayrshire Joint Structure Plan and Transportation Committee, Scottish Enterprise Ayrshire, Scottish Water, Railtrack and SPT

[+]SPT Network
^External to Ayrshire

OBJECTIVE: To increase the prosperity of businesses and enterprises

VAT Registration Rate By Business (% of existing companies 2000)	
East Ayrshire	8.7
North Ayrshire	9.4
South Ayrshire	9.3
Ayrshire	9.1
Scotland	9.2
UK	10.0

Source: SLIMS

Company Gap in Ayrshire (2003)

	VAT Registered No.	Business Per Head*	Change in the number of businesses to achieve average
Ayrshire	7,730	21.16	n/a
Scotland	124,200	24.62	1,265
UK	1,762,110	29.75	3,140

Source: SLIMS

*Business per 1000 head of population

Business Vitality

A measure of the rate at which companies form and go out of business is an important indicator of the enterprise and business activity within the economy. In general economies which have higher "birth rates" are likely to be more successful and dynamic.

As the table opposite shows the number of new VAT registerd business in any one year was just over 9% of all registered companies. This is similar to previous years but continues to be below the UK national average. While 1 Year 'survival rates'for firms in Ayrshire have shown steady improvement and, most recently (2001), at 92.1% is almost equal to the Scottish (92.5) and UK (92.2) rates, the 3 year rate has remained relatively steady in recent years, but at 63% for firms registering in 1999 is slipping below the UK average at around 66%.

VAT registrations per head of population, "business density", is also a useful measure of enterprise within the local economy. In Ayrshire"business density" was 21 per 1,000 head of population, substantially below the average for the UK of nearly 30. To close this gap in Ayrshire would require the formation of an additional 3,140 companies.

Business start-ups per annum which have fallen by over a quarter since 1997, have increased slightly in the most recent year (2002).

ECONOMY ENTERPRISE & INNOVATION

High Technology Employment

	1998	1999	2000	2001	2002
	Number (%)*	Number (%)	Number (%)	Number (%)	Number (%)
Ayrshire	9160 (7.7)	9010 (7.6)	7330 (6.1)	6707 (5.4)	5314 (4.4)
Scotland	67,600 (3.4)	78,993 (3.8)	69,999 (3.1)	61,706 (2.7)	53,837 (2.4)
UK	654,400 (2.9)	793,101 (3.2)	635,564 (2.5)	593,629 (2.3)	559,848 (2.2)

Source: SLIMS

*percentage of all employment

Tradeable Employment (%)

	1997	1999	2000	2001	2002	Service Sector as a % of tradeable employment
Ayrshire	36	33	29	29	27	10
Scotland	33	32	32	32	30	15
UK	35	33	33	32	31	16

Source: SLIMS

'Tradeable' industries contain manufacturing, agricultural, hotels and the majority of professional and computing sciences

High Technology/Tradeable Employment Sectors

If Ayrshire is to retain future competitiveness and prosperity it must continue to ensure a concentration of 'high tecnology' sectors such as pharmaceuticals, office machinery/computers, aerospace and electrical/electronic engineering as well as tradeable sectors such as tourism/cultural services, agricultural, professional and computing services.

Whilst Ayrshire currently has a relatively high proportion of employees working in high technology sectors, 4.4% compared to half this figure nationally, there has been a substantial decline – 42% from 1998 to 2002 (net loss of 3846 jobs). This is in contrast to a 14% decline in jobs in these sectors nationally. The proportion of employment within 'tradeable' sectors has fallen faster than the national average over the last 3 to 4 years.

There has been a substantial loss of employment in key sectors of the economy

OBJECTIVE: To improve the economic well-being of existing and future residents

Employment Rate

Providing opportunities for employment ensures people can improve their living standards, meet their social needs and ensure they can participate fully in the community.

In contrast being without a job for long periods of time not only results in loss of income but can lead to ill-health, stress and family breakdown. The 'employment rate' measures the proportion of the working age population who are actually in a job and is a key indicator of local economic prosperity.

To achieve a rate of employment similar to the rest of Scotland would require the creation of an additional 12,000 jobs for local residents. To aspire to full employment an employment rate similar to the south-east of England would require an additional 24,000 jobs.

Although unemployment levels have fallen, and except for the latest year continue to fall, the rate has been slower than Scotland and the UK as a whole. As a result the level of unemployment remains well above the Scottish average, and at 8.8% is 60% above the Scottish rate and 80% higher than the UK.

The 'employment rate' has improved but slower than the West of Scotland as a whole.

	Employment Rate		Change in 2003 Employment need to achieve employment rate	% Difference
	1996	2003		
Ayrshire	65.5	68.7	n/a	n/a
West of Scotland	64.9	70.7	4,500	3%
Scotland	70.0	74.3	12,000	8%
UK	71.9	74.9	14,000	9%
South East		79.5	24,000	16%

Source: SLIMS

3 year ILO Unemployment Average 1999-2001	1999	2000	2001
Ayrshire	13.0	10.3	9.8
Scotland	7.6	7.7	5.9
UK	6.1	5.6	4.8

Source: SLIMS

Unemployment has been falling, until the most recent period, but still remains high compared with other areas of Scotland and the UK.

Net Migration

Migration is an important indicator of the health of an economy and the aspirations of the community. Over a long period of time the impact of out-migration from an area can be significant, creating a downward spiral in the demand for local services and retail expenditure. This in turn can result in job losses and out-migration.

In recent years there has been a net loss of people from parts of Ayrshire. Ayrshire is experiencing both natural decrease (fewer births than deaths) and migration loss. Although there is continued natural decrease in the Ayrshire population as a whole, during the year 2001/2003 (last available figures) both South and North Ayrshire gained population through net in-migration which resulted in a small increase in North Ayrshire's total population. The overall population of Ayrshire has been falling and ageing faster than expected and is now projected to fall from 367,060 to 341,467, a drop of 7% in the period 2002 to 2018. The proportion of the population of working age is projected to fall from 61% to 58% in this period.

Population Trends in Ayrshire ('000s)

Age Bands	Year	Year	% change 2002-2018
	2002	2018	
0-44	207 (56.4%)	157 (45.9%)	-24%
45+	160 (43.6%)	185 (54.1%)	+16%
Total	**367 (100%)**	**342 (100%)**	**-7%**

Source: GRO Populations Projections Scotland (2004)

Net Migration 1991-2003

Council Area	Net Migration	% of Population
East Ayrshire	-3,224	-2.6
North Ayrshire	-1,119	-0.8
South Ayrshire	+2,956	+2.6
Ayrshire	-1,387	-0.4
Scotland	-6,991	-0.1

Source: GRO (Scotland)

Net Migration by Unitary Authority

Population within Ayrshire continues to fall and age as a result of natural change and migration.

Qualifications in the Workforce 2001			
	NVQ Level 4 & above	Below NVQ Level 4 & Above	No Qualification
Ayrshire	20.3%	61.0%	18.7%
Scotland	27.9%	56.0%	15.6%
UK	23.9%	59.7%	15.7%

Source: SLIMS

Acquisition of New Skills

The development of a well educated workforce offers many benefits. To an economy it is important when attracting new investment to the area; to the individual, education and training broadens the employment opportunities which may be available. Increasingly the changing nature of employment and the potential for growth in the knowledge economy will in the future demand a highly skilled workforce able to adapt to change.

The level of skills of the workforce has improved in recent years broadly in line with the UK as a whole. Around half of those in work have NVQ Level 3 or above (ie Highers or above), slightly above the national average. However, the proportion with degree level qualification is estimated to be just over a fifth (20.3%) well below the West of Scotland and national averages. There are still significant numbers of the workforce with no qualifications although there are wide differences within Ayrshire – South Ayrshire is below the national average and East and North Ayrshire are signifcantly above.

The skills within the workforce continue to improve

Environment

OBJECTIVE: Protection and enhancement of the countryside and the environment

Ayrshire's Environmental Resources

"We cannot protect every bit of the environment for ever: in some cases, individual development decisions will require trade-offs between economic, social and environmental objectives. But it is important to seek opportunities to achieve objectives simultaneously, and to consider the cumulative impact of decisions on overall environmental capital".
Source: Sustainable Development – DETR

The quality of Ayrshire's natural and built environment is greatly valued by its residents. It is a principle factor in attracting investment to the area and a source of major enjoyment to tourists.

The Structure Plan seeks to provide an integrated approach to the management of the environmental resources within Ayrshire.

THE CHALLENGE

- Reduce the consumption of energy through greater **energy efficiency** and support for the development of **renewable energy** resources.
- Improve the urban and rural environment of Ayrshire by reducing the adverse effects of pollution of **Air, Water** and **Land.**
- Protect and conserve the **landscape** of Ayrshire and conserve the assets and amenity of the coast.
- Conserve and enhance the **biodiversity** of Ayrshire and promote a more diverse **habitat** environment.
- Manage **forests and woodlands** in a way that sustains environmental qualities as well as their environmental potential.
- Promotes the efficient use of **non-renewable** resources such as minerals and land.

OBJECTIVE: To reduce CO_2 emissions and promote more efficient use of energy

CO_2 Emissions (1999) - Ayrshire in Context		
	(mt)	%UK
Ayrshire	4	0.7
Scotland	61	11
UK	548	100

Source: Greenhouse Gas Inventions for England, Scotland, Wales & Northern Ireland 1990, 1995, 1998, 1999 NETCEN, Feb 2002

CO_2 Emissions, weighted equivalent, estimate for Ayrshire based on work undertaken by Energy Agency, South Ayrshire Council

Projected Impacts of Climate Change on South West Scotland	
	2000-2100
Sea Level Rise[1]	-20mm - +580mm
Storm Surge[2]	+3.74m
Rainfall[3]	+17%

Source: [1]Scottish Executive, CRU Climate Change: Flood Occurrences Review 2002
[2]Scottish Natural Heritage, Potential Impacts of Climate Change on Sea Levels around Scotland 2001
[3]Scottish Executive, Regional Climate Change Scenarios, 2001

CO_2 Emissions

"The climate of the UK is changing and it is already having subtle effects on aspects of our environment. As greenhouse gas concentrations continue to rise we can expect more change in future".
Source: (Indicators of Climate Change in the UK 1999)

Climate change will have wide ranging implications for the economy, the built and natural environment and peoples lives. The impacts of climate change have been highlighted in recent government publications. These include the increasing frequency of very severe gales, annual rainfall increases in the order of 17% with autumn and winter seeing the biggest increases. The movement to a low carbon economy will however require action across a number of sectors. At present, there is no specific Scottish carbon target for emissions reduction. The Executive is committed to making an equitable contribution towards UK targets. The UK Government's pledge is a reduction in Carbon Dioxide emissions by some 60 per cent by around 2050.

Climate change is having an impact on Ayrshire

ENVIRONMENT — ENERGY EFFICIENCY

Thermal Efficiency of Housing Stock in Ayrshire NHER Energy Ratings (%)		
Rating	1996	2002
0	1	0
1	4	1
2	8	4
3	15	7
4	26	10
5	24	19
6	17	24
7	4	20
8	1	12
9	0	3
10	0	0

Source: Communities Scotland, 2004

Energy Efficiency

Improvements to the thermal efficiency of housing not only reduces the energy required in their heating but also addresses related issues such as 'fuel poverty' and subsequent CO2 emissions from power generation.

Fuel poverty has three main sources: poorly insulated homes, low incomes and the cost of fuel. A range of initiatives have been put in place by the Executive to extend home insulation and central heating, with resources being prioritised toward elderly households. The recent Scottish House Condition survey has however highlighted that ,within Ayrshire, one household in eight is living in fuel poverty.

Under current building regulations a property is expected to achieve a National Energy Rating (NHER) of around seven. 35 per cent of household in Ayrshire now meet this criteria. This is a significant improvement since 1996.

The thermal efficiency of homes in Ayrshire has improved significantly in recent years.

OBJECTIVE: Promotion of renewable sources of energy provided there is no loss of amenity

Energy Generation from Renewable Sources

Ayrshire has the potential to generate energy from a wide variety of renewable resources. The development of these alternatives to energy supply could bring significant economic and social benefits. The Renewables Obligation Scotland (ROS) obliges licensed electricity suppliers in Scotland to source increasing amounts of their supply from renewable sources. This increases from 3% on 2003 to 10.4% by the end of the decade.

The Scottish Executive are committed to the promotion of electricity production from renewable energy and support a renewable energy target for Scotland of 18% by 2010. Scottish Ministers have also announced that by 2020 the generation target for renewables would rise to 40%.

National planning Policy Guideline (NPPG6), has sought to stimulate this sector where it can be shown to be economically attractive and environmentally acceptable and since **Monitor 2002** a number of significant wind energy schemes have been approved or are operational in Ayrshire.

Energy generation from renewable sources in Ayrshire has significantly increased in the last two years

Wind Energy in Ayrshire
Proposals operating or with consent

Council	Site	Location	No. of Turbines	Installed Capacity (mw)
East Ayrshire	Hare Hill	New Cumnock	20	13
North Ayrshire	Wardlaw Wood	Dalry	6	12
	Haupland/ Busbie Muir	Ardrossan	12	24
South Ayrshire	Hadyard Hill	Dailly/Barr	52	130
Ayrshire			90	179

Source: South West Energy Unit & AJSPT

National Targets*

Year	No. of Turbines	Installed Capacity (mw)	Annual Energy GWh	TJ Equivanent
2004	90	179	502	1,807
2010	135	270	756	2,721
2020	336	668	1,874	6,747

Source: South West Energy Unit & AJSPT

*Electricity demand in Ayrshire is projected to be 4,200 GWh in 2010, 18% is equivalent to 756GWh. By 2020 electricity demand could rise to 4686GWh, 40% is equivalent to 1874GWh.

OBJECTIVE: To seek to improve the urban & rural environment by reducing the adverse effects of pollution of the air

Concentration and Emissions of Air Pollution

The Environment Act of 1995 established the requirement for a national Air Quality Strategy as a framework for air quality. The strategy proposed standards for eight major pollutants comprising Benzene,1.3-Butadiene,Carbon Monoxide, Lead, Nitrogen Dioxide, PM10 (particulates) and Sulphur Dioxide. Part IV of the act also requires local authorities to assess the air quality of their area.

The addendum to the Air Quality Strategy supplements the existing air quality objectives and sets new long-term objectives up to the year 2010. Each local authority is required to continue to work towards the achievement of objectives in their area.

Since Monitor 2002, Councils have undertaken additional monitoring where necessary, for example of PM10 particulates and progress reports are published on a regular basis.

Air Quality is good and continues to improve.

Air Quality in Ayrshire

Indicators	North Ayrshire	East Ayrshire	South Ayrshire
Benzene	√	√	√
1,3 Butadiene	√	√	√
Carbon Monoxide	√	√	√
Lead	√	√	√
Nitrogen Dioxide	√	√	√
PM10	√	√	√
Sulphur Dioxide	√	√	√

Source: East Ayrshire, North Ayrshire and South Ayrshire Councils

ENVIRONMENT — WATER QUALITY

OBJECTIVE: To seek to improve the urban and rural environment by reducing the effects of development on the water resource

River Water Quality 2000 - 2003 (%)			
	Ayrshire		Scotland
	2000	2003	2003
Excellent A1	5	23	35
Good A2	52	51	49
Fair B	36	23	12
Poor C	7	3	4
Seriously Polluted	0*	0	0*

Source: Scottish Environment Protection Agency
*Below 0.5%
Note: excludes "Unclassified" category

Monitored Bathing Waters 2003				
	No.	% Fail 1999	% Fail 2001	% Fail 2003
Ayrshire	8	37	50	0
Scotland	60	12	15	5

Source: Scottish Environmental Protection Agency

Water Quality

Since Monitor 2000 there has been significant improvements to river water quality. These improvements reflect continuing investment in water and sewerage infrastructure as well as proactive steps taken by SEPA.

Bathing water quality has also significantly improved. All of the monitored bathing waters in Ayrshire met the mandatory standards (good quality) established by the European Commission. These improvements are substantially the result of major new waste treatment plants at Meadowhead, Irvine and Stevenston and work undertaken by SEPA to reduce polluting agricultural run-off.

The Water Framework Directive establishes a new framework for the management and protection of Scotland's natural water environment. Legislation has now been introduced, Water Environment and Water Services (Scotland) Act 2003 , to implement this directive and which will, in the longer term, promote sustainable improvements to water quality, including ground water, within Scotland.

Riverine and Bathing Water quality continues to improve

ENVIRONMENT — LAND AND SOIL

OBJECTIVE: To protect the countryside for its own sake

Key Pressures on Soil Quality		
	Impact on Soil	Impact on Wider Environment
Abandonment of Land	Loss of soil resource	Loss of greenfield land and biodiversity, increased reliance on transport
Afforestation	Changes in organic matter type with associated impacts	Eutrophication and acidification of surface water, potential for carbon sequestration
Landfill	Loss of soil resource, impacts on soil microbial properties	Pollution of water resources, source of methane

Source: For a more extensive breakdown of impacts see Scottish Environmental Protection Agency's Soil Quality Report, SEPA, 2001

Soil is a finite resource and an important eco-system. The lack of monitoring data is a cause for concern

Land and Soil Quality

Soil remains a valuable resource and an important ecosystem. Safeguarding good quality and locally important agricultural land and extensive hill-grazing areas is of vital importance. The pressures on this resource are substantial. The recognition of the need to protect soil quality has arisen over recent years following greater research into the linkage between air, water and soil. In Ayrshire the main pressures on soil are from agricultural and foresty practices, industry and the application of organic wastes to land which threaten the current long-term sustainable use of soils.

Soil is a finite resource. SEPA have recognised that there is a lack of data on trends in soil properties which makes it impossible to assess whether current land use practices are sustainable and have recommended that a soil protection strategy should be implemented for Scotland. Indeed the 6th European Environmental Action Plan Programme "Environment 2010: Our Future, Our Choice" calls for the protection of soil quality and it is likely that a Framework Directive will be formulated in the near future specifically for soil.

OBJECTIVE: To protect and conserve the landscape of Ayrshire

Land Cover Change

Ayrshire's landscape has many distinctive elements ranging from the low dune backed and higher cliff stretches of the coast, to heather covered uplands. These create a high quality environment for residents and provide a resource for the tourist industry. Indiscriminate or insensitive development can result in the loss of an irreplaceable resource.
The Structure Plan provides a framework for the protection of the landscape which requires the evolution of landscape policies that respect the ordinary or commonplace as well as the special or rare. Quantifying the impact of change on the landscape is however difficult. The main drivers of change have been urbanisation, agricultural and afforestation. The indicator, land cover change, established in Monitor 2000, set a baseline within which future impacts within the countryside can be measured.

Further information on the significant changes to land use are presented opposite.

Woodland Strategy

The Since Monitor 2002 the Joint Committee in partnership with national and local agencies have developed a woodland strategy for Ayrshire. The strategy seeks to promote forest and woodland planting and management in an environmentally and ecologically sensitive way. In order to drive this process forward a project officer has been appointed with a remit to implement the action points that are identified in the strategy document.

One quarter of all planting is now broadleaf

Farm woodland has doubled in area since 1991

Arable land has fallen 15% since 1991

Significant Changes in Land Cover (km^2)

	1940-1980	%
Conifers Plantation	680	+436
Bracken	106	+204
Intermediate Grassland	98	+63
Smooth Grassland	78	+16
Rough Grassland	-212	-31
Arable	-272	-36
Blanket Mire	-550	-65

Source: Scottish Natural Heritage

Woodland Planting in Ayrshire 1992-2001

Numbers Hectares of Conifer Planted*	Numbers Hectares of Broadleaf Planted*
1992 - 2003	1992 - 2003
4,883	1,783

Source: Forestry Commission
*Some of planting within existing forests

Changes in Arable and Grassland in Ayrshire 1991 and 2003 (Hectares)

	1991	2003	% Change
Crops	11,063	11,134	0.6
Grass for mowing and grazing under 5 years	22,674	17,509	-22.8
Grass for mowing and grazing over 5 years	85,057	96,473	13.4
Rough Grazing	117,060	98,750	-15.6
Farm Woodland	3,417	6,668	95.1
Other Land	2,613	3,402	30.2
Total Land	**241,884**	**233,936**	**-3.3**

Source: Scottish Executive

+ Arable = Crops + Grass for mowing and grazing under 5 years

LAND USE CHANGE - KEY TRENDS

- Almost 5,000 hectares of conifers have been planted in the period 1992-2003, though broad-leaf planting has also increased.
- the amount of arable land has fallen by 15% since 1991.
- the amount of grassland for mowing and grazing over 5 years has increased by 13% from 1991.

OBJECTIVE: To conserve and enhance the biodiversity of Ayrshire and promote a more diverse habitat environment

Ayrshire's Habitats	
Habitat	**Key Species***
Coastal	90
Wetland	82
Farmland	17
Grassland	26
Urban	11
Woodland	63
Upland	103

Source: Ayrshire Local Biodiversity Action Plan

* key species defined by LBAB species of conservation concern that are globally threatened/declining
+ includes species of local significance

UK Species of Concern in Ayrshire									
Action Plan Species	**Habitats(s)**							**UK Status**	**Ayrshire LBAP Status**
Brown Hare			F	G				Priority	Priority
Hen Harrier	C	W		G		Wo	U	Conservation Concern	International Importance
Concrake			F					Priority	Local Priority Species
Oyster Plant	C							Not listed in UK LBAP	Local Priority Species
Pipistrelle Bat		W	F	G		Wo	U	Priority	Priority
Song Thrush			F		Ur	Wo		Priority	Priority
Water Vole		W	F				U	Priority	Priority
Black Grouse		W		G		Wo	U	Priority	National Importance
Lesser White-throat						Wo		Globally Threatened	Priority
Northern Brown Angus	C			G				Prority	Local Priority Species
Pink Meadow-cap				G				Low Risk	Unknown*

Source: Ayrshire Local Biodiversity Action Plan

C Coastal/Marine
W Wetland
F Farmland
Ur Urban
Wo Woodland
U Upland
G Grasslands

Habitat and Species

Biodiversity encompasses the variety of all life, not just rare or threatened species and habitats. It is critical to the natural processes that sustain everyday life and it can also enrich our lives socially and culturally. The local authorities, natural heritage agencies and other organisations have worked together to produce an Ayrshire Local Biodiversity Action Plan together with a programme of individual action plans for eleven key species and seven habitat plans.

The Plan provides a framework for delivery of specific targets and actions for partners over a five-year period. The key aims of the Plan include safeguarding against the reduction of priority species and a net loss of key habitats.

A framework has been set for the protection of habitats and species in Ayrshire

OBJECTIVE: To reduce waste streams and dispose as close to the point at which waste is generated

Waste Recycled

An Area Waste Plan has been produced for Ayrshire and Dumfries and Galloway , this is one of eleven area plans prepared across Scotland as part of the statutory obligations under the EU Waste Framework Directive. The aim of the plan is to deliver more sustainable waste management including land fill objectives which have an impact on the level of recycled household waste levels. Specific targets have been set for Ayrshire including the amount of biogradable municipal solid waste permitted to landfill. It is proposed that this will be reduced by half of 1995 levels by 2009/2013.

The Strategic Waste Fund established by the Scottish Executive has allowed the Ayrshire councils the financial resource to target household kerbside collection and increase the material separation of this component of municipal waste. Consultants have been appointed to examine further ways in which the area waste plan can be implemented within Ayrshire. The Scottish Executive has set a target to recycle or compost 25% of municipal waste by 2006.

The amount of waste recycled has increased

Waste Management in Ayrshire

	Tonnage (Collected Waste) by Local Authority	Tonnage (1995 base MSW)	% Household Waste Recycled (2002/03)
East Ayrshire		75,000	5
North Ayrshire		89,117	12.3
South Ayrshire		72,313	10.7
Scotland		2,896,773*	9.6

Sources: SEPA, East, North & South Ayrshire Councils and Scottish
*1998 Recycle figures, Audit Scotland 2004

National Waste Strategy—Implications for Ayrshire

	MSW	Landfilled	Diversion Required
1995	236,430	236,430	0
2010	318,204	233,675	84,528
2013	337,517	206,001	131,680
2020	387,888	204,806	183,083

Source: WSAG9 - Ayrshire, Dumfries & Galloway
Note: Assumes 2% growth in municipal waste. 0% population change
MSW: Municipal Solid Waste

OBJECTIVE: To safeguard and conserve existing resources as far as possible while ensuring an adequate land bank exists to meet the needs of the economy. To promote extraction in a way which will minimise environmental and social impacts

Mineral Depletion

The geology of Ayrshire has provided opportunity for the supply of minerals over many centuries. In the future, efficient management of this resource will provide opportunity for sustained growth and employment. There are currently three significant resources that are developed commercially. These are:

- Coal worked by opencast method
- Aggregates (hardrock and sand and gravel)
- Other specialised products such as Bauxitic clay, limestone and Hydrofacturing Sands

Recent figures suggest that open coal production in Ayrshire may have reached a peak and is now in decline. Output to the year ending March 2004 was 3.9million tonnes, down from 4.2 million tonnes in the 2002/2003 period. Employment has fallen by just over 200. Ten sites are currently in operation, all within East Ayrshire.

Production in opencast coal mining has fallen

Opencast Coal Production 2000 - 2004

Year	No. of Sites	Employment	Production (m. tonnes)
2000	13	559	0.62
2001	15	663	3.5
2002	13	874	4.5
2003	11	805	4.2
2004	10	596	3.9

Source: The Coal Authority

Consented Reserves – Aggregates + Sand & Gravel

Aggregate Reserves	Consented Reserves (m. tonnes)	Production (m. tonnes)	Life Expectancy (years)
Hard Rock	63.8	2.8	22
Sand and Gravel	1.5	0.5	3
Other	3.4	0.2	15
Totals	68.7	3.5	20

Source: Ayrshire Joint Structure Plan and Transportation Committee

Communities

OBJECTIVE: "Protection and promotion of vitality and viability of existing communities"

Communities in Ayrshire

"Thriving…towns, villages and neighbourhoods are fundamental to quality of life. Strong economies, employment opportunities, good access to services and attractive and safe surroundings are vital for their sustainable development. We need to achieve these in ways which make good use of natural resources, protect the environment and promote social cohesion".
(Sustainable Development- A Better Quality of Life)

The promotion and viability of communities within Ayrshire lies at the centre of Structure Plan policy. This requires to be achieved in a way that provides existing communities, particularly those suffering economic disadvantage, with enhanced access to employment opportunities and economic investment whilst safeguarding environmental qualities.

The concentration of activity within settlements should promote a more inclusive society, promote the renewal and recycling of urban land, enhance environmental quality, sustain key services, make travel distances shorter and help protect the wider rural landscape. The indicators chosen reflect these priorities.

THE CHALLENGE

The promotion of the vitality and viability of communities within Ayrshire is a key aim of the Structure Plan. This is achieved in a number of ways:

- Tackling poverty and social exclusion by targeting investment in a number of key areas
- Promoting better environmental quality by making the efficient use of vacant and derelict land and property
- Minimising the use of greenfield land by promoting investment within urban areas while also avoiding the loss of existing recreational and amenity open space
- Ensuring facilities and services are well-related to public transport routes
- Promote less use of the car when accessing basic services and facilities
- Re-enforcing town centres as the primary focus

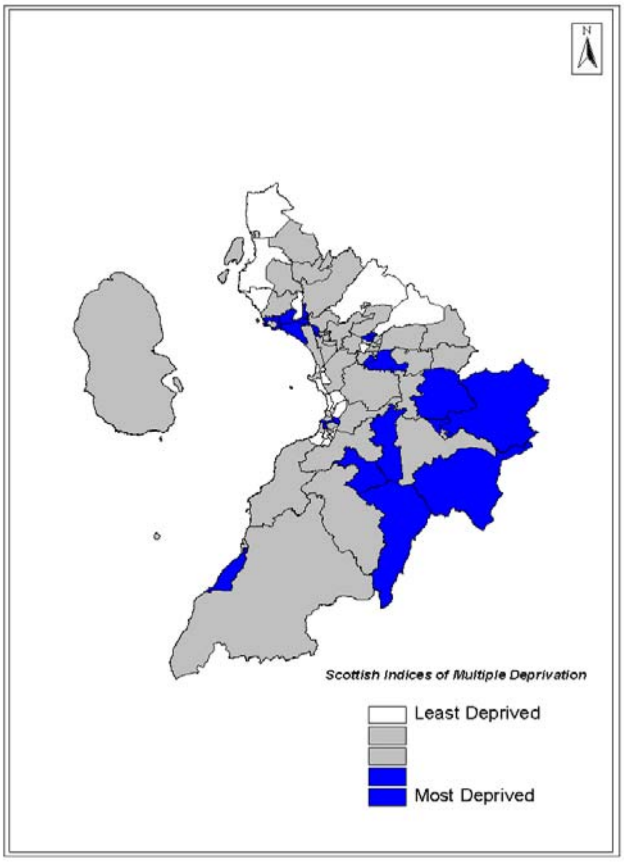
OBJECTIVE: To promote a more inclusive society and reduce levels of poverty

Area	Income Support		Incapacity Benefit	
	No.	Rate per 1,000	No.	Rate per 1,000
East Ayrshire	11,450	118	7,800	106
North Ayrshire	12,600	116	8,800	107
South Ayrshire	8,300	90	5,600	84
West of Scotland	237,900	133	165,700	121
Scotland	426,400	104	289,450	92

Source: SLIMS 2003

Area	Unemployment	% of Population Long Term Limiting Illness	% of Households with Dependent Children and no Working Adults
East Ayrshire Coalfield SIP	10	25	22
Girvan Connections SIP	9	23	20
Ayr North SIP	15	25	33
North Ayrshire SIP	17	26	35
Ayrshire	5	21	16

Source: SLIMS 2003



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Social Inclusion

Many people in Ayrshire are excluded from participating fully in the economic, social and cultural life of the community by virtue of poverty, unemployment, low skills, bad health, poor housing and other factors. The causes of poverty in Ayrshire are many but are often related to long term structural changes in the economy. Many of the specific factors such as poor educational attainment, homelessness, unemployment and poor health can however be perpetuated through generations.

Figures quoted in an earlier version of the Monitoring Statement demonstrated that incomes in East and North Ayrshire are below the national average. The figures for benefits data show that there remains a disparity between East and North Ayrshire and Scotland as a whole. Within all three Council areas there are particular areas with high concentrations of unemployment, low income, poor health and other social issues. The Scottish Executive recently complied a combined measure of deprivation that uses economic, social and environmental data for each electoral ward in Scotland (Scottish Indices of Multiple Deprivation). The results for Ayrshire are presented in the plan opposite and show particular concentrations of disadvantaged wards in East and North Ayrshire and also in South Ayrshire. These correspond broadly with the Social Inclusion Partnership (SIP) Areas. The SIPs have been established by the Executive to deliver comprehensive and integrated solutions for specific areas. Significant divergence remains between the SIP areas and the general population for key economic factors such as unemployment rates. The Social Inclusion Partnerships have established broad ranges of initiatives aimed at improving educational attainment, employment opportunities, community involvement and the local environment and have set targets for key indicators.

"Children living in the Social Inclusion Partnership Areas are twice as likely to live in a household with no working adults"

OBJECTIVE: To promote town centres as the focus of commercial and retail activity

Retail Expenditure in Town Centres

Town centres play an important role in our community. They offer a wide range of services to the community, to the visitor and provide a focus for employment, shopping and leisure facilities. Within Ayrshire the town centres are generally well integrated with the transportation network. However they often display characteristics of physical decline, a poor range of shops and services and poorly managed and maintained public areas. Focusing demand for these services and facilities toward town centres as well as promoting integrated management of them, will ensure continuing reinvestment in the urban fabric.

Monitoring confirms that town centres continue to be the main focus for retail investment in Ayrshire. The three Councils have been working with the Business Community to promote investment and regeneration of Ayrshire's main town centres.

Almost two thirds of recent retail investment has been in the town centres of Ayrshire

Retail Household Expenditure in Ayrshire*

	Convenience (%)		Clothing (%)		DIY (%)	
	1998	2003	1998	2003	1998	2003
In Town Centre*	66	68	79	74	24	17
Out of Town Centre**	34	27	21	26	76	83
Totals	**100**	**95^**	**100**	**100**	**100**	**100**

Source: Ayrshire Joint Structure Plan and Transportation Committee

*Town centre includes stores adjacent to town centre and local district shopping centres
**Out of centre includes locations outwith Ayrshire for Clothes shopping
^5% of those surveyed in 2003 did not indicate where they shopped or shopped at varying premises

Retail Planning Consents 2002

	In Town Centre (m^2)	Out of Town Centre (m^2)
East Ayrshire Council*	21,100	8,100
North Ayrshire Council	-	2,600
South Ayrshire Council	17,900	9,700
Ayrshire	39,000	20,400

Source: Ayrshire Councils 2002/2003

*Figures quoted are those for 2003

OBJECTIVE: To promote better access to facilities and reduce the impact of traffic on the community

Access to Basic Services

Access to basic services such as local supermarkets, post offices, medical facilities, etc are essential if the basic needs of the community are to be met. Providing these services in a way that is accessible to all members of the community is therefore essential. Access to these basic services is generally perceived to be good by Ayrshire residents. The only exception is access to outpatients facilities where, in common with the general population of Scotland, only two thirds of the population considered these to be conveniently situated.

The majority of residents within Ayrshire perceive that they have well placed facilities and services

Access to Facilities & Services
% of population who consider services and facilities to be conveniently located (2001/2002)

Facility	North Ayrshire	East Ayrshire	South Ayrshire	Scotland
Post Office	92	93	91	90
Bank	72	78	82	75
Grocery/Food	92	93	92	91
Chemists	88	88	91	87
Outpatients	60	75	75	60
Doctors	85	86	85	81

Source: Scottish Household Survey 2001-2002

Road Traffic Flow		
Traffic Cordon	**2000 Volume (5 day average)**	**Annual Growth 97-00 (%)**
Ayrshire	83,639	2.34
Kilmarnock	88,419	2.03
Ayr	93,373	3.2
North Ayrshire	93,982	2.15

Source: Ayrshire Joint Structure Plan and Transportation Committee

Traffic Volumes

The costs on the community of road traffic through air pollution, accidents, noise and other factors are substantial. In Ayrshire these combined costs could exceed £400 million per annum. Reducing these costs through integrated action is a key priority of the local authorities in Ayrshire.

Since Monitor 2000 all local authorities within Ayrshire have completed local transport strategies and have developed action plans for implementation. A more extensive analysis of traffic patterns in Ayrshire is presented in the transport section.

Traffic on the road network continues to grow at over 2% per annum

COMMUNITIES — ENVIRONMENTAL QUALITY – RE-USING URBAN LAND

OBJECTIVE: To enhance the environment and reduce levels of vacant and derelict land

Vacant and Derelict Land (2002) in Hectares		
	Derelict	**Vacant**
East Ayrshire	282	48
North Ayrshire	357	198
South Ayrshire	123	21
Ayrshire	762	267
Scotland	7,741	3,107

Source: Scottish Executive, Vacant and Derelict Land Survey 2003

Vacant and Derelict Land (Total) 1998 to 2003 (hectares)			
	1998	**2001**	**2003**
East Ayrshire	567	426	330
North Ayrshire	383	428	555
South Ayrshire	151	156	144
Ayrshire	1,101	1,010	1,029

Source: Scottish Executive, Vacant and Derelict Land Survey

Re-using Urban Land

The pace of change and the diversification that has taken place in the economy has had a direct impact on the fabric of the urban areas. The re-use of 'brownfield' land within urban areas for housing and commercial uses has therefore many advantages. It not only reduces the pressure for these forms of development to be accommodated in areas of the countryside but it can also assist in the redevelopment of the built fabric within communities. Re-using urban land which is vacant also offers the opportunity for improvement to the general quality of life by promoting a clean and healthy local environment and by promoting development which can offer the opportunity to sustain and widen the range and access to services that can be provided locally.

Recent legislation now requires local authorities to undertake a strategic approach to the assessment of land that is contaminated, identifying and concentrating resources in areas of priority. The three councils have completed contaminated land strategies for their respective area.

There has been a moderate fall in the amount of derelict and vacant land since Monitor 2000

OBJECTIVE: To minimise the use of greenfield land by investment in urban areas

Minimising Greenfield Development

In Ayrshire demand for housing constitutes the main pressure for greenfield development. This is driven by a range of social and economic factors which has seen an increase in households of 6% over the last 10 years in spite of no substantial growth in population.

Half of new housing development built between 2001 and 2003 was on brownfield land. The proportion of new housing development on greenfield land has increased in recent years and this trend is expected to continue in the medium term.

50% of new housing is on brownfield land

House Completions 2001/2003		
	Brownfield %	Greenfield %
East Ayrshire	33	67
North Ayrshire	45	55
South Ayrshire	62	38
Ayrshire	50	50

Source: Ayrshire Joint Structure Plan and Transportation Committee

OBJECTIVE: To safeguard and enhance the natural and built environment and enhance settlement 'liveability'

The Environment

The natural and built environment provides an important background against which we live and work, it reinforces local distinctiveness and defines a link between past and present. It is a finite, non-renewable resource, only partly protected by statutory and non-statutory designations. At this stage the impact of development is impossible to measure, except for the 'buildings at risk' indicator which is used as an example. From this there is evidence of an upward trend, with an increasing member of buildings at risk and facing demolition.

The West of Scotland Archeological Service[1] (WoSAS) has reported that out of the planning applications notified to them 31% of these were from Ayrshire Councils. Just under half (45%) required some form of response by the planning authority to mitigate the effects of the proposal on the archeological remains. Outwith the planning system there is no effective monitoring of development impact.

[1]The WOSAS provide advice to local authorities within the West of Scotland on matters relating to preparation of the development plan and planning applications.

The lack of resources to monitor adequately the impact of development on the heritage resource remains an area of concern

Buildings at Risk						
Council	Category (2003)				2000	2003
	A	B	C	Unlisted		
East Ayrshire	2	16	5	8	33	31
North Ayrshire	1	8	3	2	18	14
South Ayrshire	5	4	5	10	25	24
Total	**8**	**28**	**13**	**20**	**76**	**69**

Source: Scottish Civic Trust Buildings at Risk Register 2003

Transport

OBJECTIVE: " To secure a balanced and integrated transport strategy"

Transport in Ayrshire

"To compete successfully in the world economy, Scotland requires a modern, flexible and well integrated transport system….there is a real need to make good past deficiencies….to promote more sustainable patterns of transport in order to safeguard the global environment"
Source: National Planning Framework for Scotland, 2004

An effective transportation system should allow choice for the sustainable movement of goods and people and should connect and serve both urban and rural areas. Additionally, it should meet economic and social needs but should not threaten the health of the environment. A successful transport strategy should also allow integration with other policy areas such as land-use planning, the environment and social inclusion as well as between different modes of transport.

This chapter contains a number of indicators specifically to monitor the transport policies as set out in the Ayrshire Structure Plan. It also complements the strategic framework report, 'A Transportation Context for Ayrshire' which illustrates common themes in the three Ayrshire Local Transport Strategies and other relevant literature and identifies a number of potential areas for joint policy development. Since Monitor 2002 the Scottish Executive have identified 11 transport indicators that align closely with their transport vision for Scotland. Key targets have also been identified . Where possible these have been reflected into this document.

THE CHALLENGE

To develop a safe, sustainable and integrated transport strategy that:

- Improves **accessibility** for all;
- Encourages **economic competitiveness; and**
- Reduces, or at least contains, the **environmental impacts** of road traffic

OBJECTIVE: To minimise the demand for travel by private car

Walking time to the nearest bus stop 2001/2002						
Walking Time	Walking Time					
	Up to 3	4 - 6	7 - 13	14 or more	Don't Know	No Bus Service
East Ayrshire	57	31	9	3	1	0
North Ayrshire	50	36	12	1	1	0
South Ayrshire	53	32	9	3	3	1
Scotland	53	32	9	3	1	1

Source: Scottish Household Survey, 2001/2002

Frequency of nearest bus service 2001/2002				
Frequency	East Ayrshire	North Ayrshire	South Ayrshire	Scotland
Up to 13 mins	8	23	7	20
14 to 26 mins	32	20	37	25
27 to 63 mins	35	33	25	26
64 or more	2	2	3	4
Don't know	23	22	27	23
No bus service				

Source: Scottish Household Survey, 2001

Work/Education trips by Public Transport 1999/2000				
	Net Annual Income			
	£0-10,000	£10-15,000	£15-20,000	£20,000+
East Ayrshire	44.1%	20.8%	22.3%	12.9%
North Ayrshire	15.2%	29.2%	16.6%	20.4%
South Ayrshire	19.1%	5.4%	21.0%	11.6%
Scotland	30.1%	23.6%	19.4%	15.9%

Source: Scottish Household Survey, 2001

Travel to Work by Car		
	1991 (%)	2001 (%)
East Ayrshire	61	72
North Ayrshire	61	68
South Ayrshire	60	69
Scotland	56	64

Source: Census 1991, 2001

Pupils in full-time education - usual method of travel to school 2001/2002					
	Walk	Cycle	Car/Van	Bus	Other*
East Ayrshire	54	<1	19	25	2
North Ayrshire	54	1	20	21	2
South Ayrshire	49	2	17	28	4
Scotland	54	1	20	23	2

Source: Scottish Household Survey, 2001/2

*Other includes train, taxi, ferry

(A) Convenience of Public Transport

The majority of households in Ayrshire are within 6 minutes walk of a bus stop (over 85%). Further analysis undertaken by the Scottish Household Survey reveals that over 40% of households have access to a bus service every 26 minutes or less. Most people (77%) perceive public transport to be convenient. The same data source shows reasons why people are unable to use public transport or chose not to do so. Reasons cited for those unable include a lack of service, no direct route and inconvenience. The main reasons given by those who could use public transport but chose not to are inconvenience, the journey taking too long and a preference for use of their own car.

Most households are within a few minutes walk of the nearest bus stop and over 40% have access to a bus service every 26 minutes or less

(B) Travel Demand by Mode

In general, there is a correlation between mode of journey to work/education and net annual income. Those earning lower salaries are far more likely to use public transport to get to work or school/college. It can also be seen that the car tends to dominate the way in which those earning higher salaries travel to work.

Encouraging a modal shift from the private car to public transport through walking , cycling and public transport lie at the heart of Government transport policy. Changes in the way people travel to work or undertake education trips is central to tackling road traffic issues and congestion.

All Ayrshire Council's have sought to promote safer routes to schools in order to encourage walking and cycling trips. Currently figures show that just fewer than one in five trips are by car. This, however, increases to almost 30% for children living in more affluent households.

Those on lower incomes are more likely to walk to work or school/college or travel by public transport

OBJECTIVE: To maximise the use of public transport through the development of public transport corridors

Public Transport Investment

In recent years, a number of major investments in public transport have been implemented in Ayrshire. These include new services and improvements to passenger facilities at the ports of Troon & Ardrossan as well as improvements to the fleets of trains and buses which operate within Ayrshire. In the final round of awards from the Public Transport Fund a further £5.4 million was awarded to promote quality public transport corridors in North & East Ayrshire. In South Ayrshire new road & rail interchanges have been provided. In partnership with SPT a door to door dial a bus service has been introduced to serve the Girvan area. The introduction of the national minimum fare for concessionary bus trips has bousted bus patronage by 2.4%. Out-with Ayrshire work being undertaken by SPT to promote the Crossrail project in Glasgow (+£38million) and the Glasgow Airport Rail Link (+£140million) will bring improved frequency and better integration of rail services across Scotland from Ayrshire.

Major Public Transport investment is proposed which will improve accessibility and maximise the use of alternatives to the car

Major Public Transport Investment		
Public Transport Project		(£m)
Public Transport Fund*	Provision of quality public transport corridor, Ardrossan, Saltcoats, Stevenston, Kilwinning, Kilmarnock	3.303
	Quality Bus Corridors, East Ayrshire	2.1
Integrated Transport Fund	Westrans & SPT funded Projects	6.7
Rural Transport Fund	Various Projects Programmed	0.63
	Cross Rail & Glasgow Airport Link^	178
TOTAL		**191**

Source: Various

*Fifth Round of Funding
^Studies being undertaken

OBJECTIVE: To retain and improve bus services serving rural communities

Rural Accessibility

In rural areas, subsidised services meet much of the identified demand for bus travel. The level of subsidy provided by Strathclyde Passenger Transport and local authorities has fluctuated over the past few years although general trends suggest that subsidies are increasing annually. Additionally, the Scottish Executive's Rural Transport Fund provides assistance for the most remote and rural communities. Schemes have included support for existing and additional local bus services, rural community transport schemes, such as community minibuses and voluntary car sharing schemes, and petrol stations in remote rural and island areas. A total of £630,000 has been awarded to Ayrshire authorities for rural transport schemes in the 2004/2006 period.

In 2002/2003, 1.8 million bus miles were subsidised in Ayrshire

Annual Subsidised Bus Mileage in Ayrshire 1998 - 2003 (millions)					
	1998/99	1999/00	2000/01	2001/02	2002/03
East Ayrshire	0.65	0.55	0.4	0.57	0.69
North Ayrshire	0.45	0.42	0.45	0.55	0.48
South Ayrshire	0.61	0.8	0.68	0.57	0.61
TOTAL	**1.71**	**1.77**	**1.53**	**1.69**	**1.78**

Source: Strathclyde Passenger Transport

TRANSPORT — ACCESSIBILITY

OBJECTIVE: To increase capacity in the rail network through further investment

Daily Weekday Patronage on Ayrshire Rail Lines				
Line	**1996/97**	**1997/98**	**2000/01**	**2002/03**
Ayrshire Coast	19,705	19,991	21,970	19,440
South West	8,733	9,502	10,442	10,022
Burns	355	402	367	517
TOTAL	**28,793**	**29,895**	**32,779**	**29,979**

Source: Strathclyde Passenger Transport

Note: There were no programme of counts conducted during 2001/02

Rail Patronage

In general, there has been modest increases in rail patronage on the 3 rail lines that operate within and beyond Ayrshire. Passengers on the Ayrshire Coast, South West and Burns lines have increased by 4% since 1996/97. A total of 29,979 passengers used the 3 lines per weekday during 2002/03.

Although a number of investments have been made, including new trains on the Ayrshire Coast line and the installation of CCTV facilities at several stations, much remains to be done to meet current and future demand. For example, there are existing capacity constraints on parts of the rail network in Ayrshire, including the single stretch of track on the Kilmarnock to Glasgow line. The Prestwick Airport Rail Study has also highlighted that growth forecasts projected for GPIA imply an increase in rail passengers of between 200 to 400% by 2010. The Implications of this growth on the rail network will be significant with train crowding and congestion on platforms resulting if there is no change to the current service. Against this background the report has advocated a number of significant improvements to the rail network and service both within and out-with Ayrshire.

Rail Patronage is increasing

TRANSPORT — ECONOMIC DEVELOPMENT

OBJECTIVE: To develop and promote the movement of goods and passengers through Glasgow Prestwick International Airport

Growth at Glasgow Prestwick International Airport					
	1991	**1995**	**2000**	**2001**	**2002**
Passengers (thousands)	35	313	905	1,232	1,486
Freight (tonnes)	12,869	19,940	41,460	43,104	39,500
Air Transport Movements	2,696	5,690	11,428	13,480	15,280

Source: 2001 Scottish Transport Statistics

Airport Growth

Glasgow Prestwick International Airport is a major asset to the development of the economy in Ayrshire. It has seen dramatic growth in both number of passengers and freight in recent years predominantly due to the expansion of the low-cost airline market and the development of an inter-continental freight hub.

The airport currently offers direct passenger flights to 27 destinations. This trend in growth is likely to continue with recent announcements of further passenger routes to European destinations and capital investment by Ryanair in a £10 million, 4000 square metre maintenance facility. This will employ around 200 over the next 5 years. Recent studies have estimated that the Airport contributes £89million to the Scottish economy.

The Airport has scope for further growth and has good quality surface accessibility, including a direct rail connection.

Over 2 million passengers used Glasgow Prestwick International Airport in 2003/2004

OBJECTIVE: To provide transport infrastructure that meets the needs of new and existing business

Road Investment

The provision of a high quality, safe and reliable transport network is fundamental for industry. It is therefore important that both the local and trunk road network in Ayrshire is adequately maintained and improved to allow business travellers to reach their destinations as quickly and as safely as possible. The table shows trunk road investment committed by the Scottish Executive.

£147 million of Scottish Executive trunk road investment has been committed to Ayrshire

Trunk Road Investment		
	SE Investment ('000m)	Estimated Completion Date
A78 Three Towns Bypass	£34,010	2005
M77 Malletsheugh to Fenwick Extension	£84,000	2005
A737 Roadhead Roundabout (Renfrewshire)^	£1,200	2004
A737 Head Street Junction Scheme	£724	2004/2005
A737 Barmill Road Improvement	£1,410	2007
A77 Turnberry Climbing Lane	£2,400	2003/04
A77 Burnside Improvements	£3,150	2006
A77 Spittalhill to Dutchhouse Roundabout	£5,600	2004/05
A77 Whitletts Roundabout	£2,700	2004
A77 Ardwell to Stockenray	£2,600	tba
A77 Glen App	£2,620	tba
A77 Haggstone Climbing Lane	£3,570	tba
A77 Park End to Benane	£2,700	tba
TOTAL	**£147,000**	

Source: Scottish Executive

*Estimated capital cost ^External to Ayrshire

OBJECTIVE: To support and develop proposals for the transportation of freight by means other than by road

Rail and Sea Freight Growth

Whilst it is regrettable that the Government does not disaggregate freight transport data on an Ayrshire basis, it is accepted that the majority of goods are transported by road. However, increasing congestion and the negative effects of HGV's on local communities and the environment suggest that there is a stronger role for ports, airports and railways in the delivery of goods in the future.

In recent years, a number of important investments have been made to enhance the opportunities for non-road based freight distribution. So far, Freight Facilities Grants worth £16.7million have been awarded, removing lorry journeys totalling 6.3 million-lorry miles from roads per year. There is also an application pending for a timber rail freight terminal at Barrhill at a cost in excess of £4million.

Goods Removed from Roads through Freight Facilities Grant Awards 1999-2002		
Freight Facilities Grant Project	Annual Tonnage	Equivalent Lorry Miles (millions)
Terminal Facilities at New Cumnock	320,000	1.6
Argyll Peninsula - Ayr Timberlink	100,000	1.4
Powharnal Railhead	675,000	3.3

Source: Scottish Executive

Over one million tonnes of goods per year have been transferred from road to rail and sea through Freight Facilities Grants

OBJECTIVE: To reduce the impact of traffic on the community

5 Day Average Traffic Flows: Ayrshire Cordon 1997-2000					
Location	1997	1998	1999	2000	Straight Line Annual Growth
A78, Skelmorlie	7207	7546	7403	7410	0.63
A737, Beith	12883	15323	14928	15343	4.90
A736, Uplawmoor	5981	5429	5416	5132	-4.56
A77, Raithburn	35604	37396	38560	39723	3.64
A71, Priestland	4667	4492	4614	4736	0.71
A70, Smallburn	3449	3515	3533	3550	0.92
A76, New Cumnock	3562	3342	3355	3368	-1.66
A713, Kirn Bridge	1083	1048	1072	1096	0.59
A77, Glen App	3209	3217	3249	3281	0.77
TOTAL (all sites)	**77645**	**81308**	**82130**	**83639**	**2.34**
TOTAL (excl. A76, A77, A78 & A737 trunk roads)	**15180**	**14484**	**14635**	**14514**	**-1.25**

Source: East, North and South Ayrshire Councils

Road Traffic Growth

In Scotland, the estimated total volume of traffic on major roads has grown by almost 20% in the last decade. Traffic on motorways has risen even faster- by 60% since the early 1990's (Source Scottish Transport Statistics 2003).

According to the Government, total road traffic is forecast to grow by 27% over the next two decades although there is an aim to stabilise this at 2001 levels by 2021. This trend will lead to worsening congestion and increasing emissions.

Overall traffic levels in Ayrshire have increased by 2% per annum since 1997 although this masks differential growth on the network. For example the A737 grew by 5% whereas some roads such as the A76 and A736 saw an overall fall in traffic.

Traffic in Ayrshire is growing at 2% per annum

TRANSPORT ENVIRONMENTAL PROTECTION

OBJECTIVE: To contain, and if possible, reduce danger caused by road traffic

Number of Road Casualties in Ayrshire by Severity 1997-2002				
	1997	1999	2001	2002
Fatal	15	18	35	25
Serious	227	346	228	251
Slight	1189	1125	1117	1035
TOTAL	**1,431**	**1,489**	**1,380**	**1,311**

Source: East, North and South Ayrshire Councils

Road Casualties in Ayrshire (Killed or Serious)			
	1994 - 98 (average)	1998 - 2002 (average)	Change
East Ayrshire	140	106	-24%
North Ayrshire	133	95	-29%
South Ayrshire	120	108	-10%
Ayrshire	393	309	-21%

Source: East, North and South Ayrshire Councils

Road Safety

In general, significant improvements in road safety have been achieved in recent years, particularly regarding serious casualties. The three authorities are already working with other agencies in an effort to improve road safety and have published Road Safety Plan documents. ‘Tomorrow's Roads - Safer for Everyone’ (DETR, 2000), states that by 2010, the Government wishes to achieve a 40% reduction (50% children) in the numbers of people killed or seriously injured in road accidents and a 10% reduction in the slight casualty rate, compared with the average for 1994-98. In line with these targets, the three Ayrshire Councils are committed to, for example, report on and monitor accident trends, implement road safety measures at accident blackspots and promote road safety programmes. The need for intervention is increasingly important given the trends for traffic growth as illustrated above.

Serious and fatal road accident casualties have fallen

OBJECTIVE: To promote a strategic network of cycling routes

Cycle Network Growth

Cycling accounts for between 1 and 2% of all travel in Ayrshire yet 40% of adults in Ayrshire have access to a bicycle (Scottish Household Survey 2002). The Government launched the National Cycling Strategy in 1996 with an aim to quadruple bicycle use by 2012.

In support of this target additional funding has been available to authorities within Ayrshire to promote walking, cycling and safer street projects at their discretion. Parts of the National Cycle Network extend through Ayrshire both on and off-road and the three Councils have an ongoing programme of further development of this network in association with SUSTRANS. A number of leisure cycle routes are also proposed. The National Cycle Network in Ayrshire, includes the N7, which runs from Dumfries to Glasgow and the N73 through Arran, Ardrossan and Irvine. 'Feeder' routes have also been completed linking with this network, for example Kilmarnock/Irvine.

Research undertaken by SUSTRANS demonstrates substantial growth in the usage of the National Cycle Network (over 10% year on year). Cycle trips on non car traffic sections grew at a faster rate (13%). This rate of growth reinforces the economic value of the route and the importance of the network in achieving targets for cycling growth.

Existing National Cycle Network in Ayrshire	
	Length of National Cycle Network (km)
East Ayrshire	5
North Ayrshire	75
South Ayrshire	70
TOTAL	**150**
Source: SUSTRANS	

Ayrshire has 150 kilometres of National Cycle Network

ENVIRONMENTAL PROTECTION TRANSPORT

OBJECTIVE: To contain and, if possible, reduce emissions and pollution caused by road traffic

Pollution Levels

Road transport is responsible for around 80% of all transport emissions and is the fastest growing source of UK emissions of carbon dioxide (CO^2). The UK has a domestic aim of reducing CO^2 emissions by 20% from their 1990 levels by 2010. Transport is estimated to make up 18% of all CO^2 emissions in Ayrshire, excluding the airport. The projected growth for transport related CO^2 emissions is in contrast to other sectors which are forecast to decline. It has been estimated that by 2010, transport related CO^2 emissions will increase by 17%.

Achievements in reductions in nitrogen dioxide and PM10 emissions are being achieved through new vehicle technology and cleaner fuels.

Transport Related CO^2 Emissions in Ayrshire		
	1999	2010
Volume (mt)	0.73	0.85

Source: Greenhouse Gas Inventions for England, Scotland, Wales & Northern Ireland 1990, 1995, 1998, 1999 NETCEN, Feb 2002

Refer to CO^2 emissions in the Environment Section for further context

CO_2 Emissions, weighted equivalent, estimate for Ayrshire based on work undertaken by Energy Agency, South Ayrshire Council

Carbon dioxide levels will increase considerably by 2010 if nothing is done to reverse current trends in traffic growth

Monitor 2004 – Strategic Baseline Indicators

ECONOMY

Economy	Key Objectives and Issues Addressed by Policy	Baseline Indicators	Structure Plan Policy	Sustainability Indicators		
Sustainable Growth	To promote sustainable economic growth	Gross Domestic Product per head (£) Employment	**ADS1** **W1-W6**	↓	↔	
Competitive Infrastructure	To develop a physical environment which meets the needs of new and existing businesses	Capital Investment Programme	**ADS2,ADS3,W1-W6, ADS8,T1, T3-T9**			↑
Enterprise & Innovation	To increase the prosperity of businesses and enterprises	Business Vitality – VAT registration rate Employment in High Technology Sectors (%) Employment in Tradeable Sectors (%)	**ADS1,W1-W6** **ADS1,W1-W6**	↔ ↓		
Economic Opportunity	To improve the economic well-being of existing & future residents	Working age population in employment (%) 3 year ILO Unemployment Average (%) Net Migration Qualifications of workforce (NVQ Level 4 and above)	**ADS1,W1-W6** **ADS1,W1-W6** **ADS1,W1-W6**	↓	↔	↑

ENVIRONMENT

Environment	Key Objectives and Issues Addressed by Policy	Baseline Indicators	Structure Plan Policy	Sustainability Indicators		
Cimate Change & Renewable Energy	Reduce CO2 emmissions and promote more efficient use of energy Promotion of renewable sources provided there is no loss of amenity	Sea level change Thermal efficiency within housing stock (NHER energy ratings) Energy generation from renewable sources	**ADS7,G2** **ADS7** **E10,E11**	↓		↑ ↑
Air Quality	To seek to improve the urban & rural environment by reducing the adverse effects of pollution of the air	Concentrations and emmissions of air pollutants	**ADS7,ADS8,G2**			↑
Water Quality	To seek to improve the urban & rural environment by reducing the effects of development on the water resource within Ayrshire	River water quality	**ADS7,G2**			↑
Land & Soil	To Protect the countryside for it's own sake	Land & Soil Quality	**ADS7,G2**		↔	
Landscape	To protect and conserve the landscape of Ayrshire	Land Cover Change	**ADS5,ADS6,ADS7,E1-E5,E21,G1,G3 G4-G8**			↑
Biodiversity	To conserve and enhance the biodiversity of Ayrshire & promote a more diverse habitat environment	Extent of key habitats UK species of concern in Ayrshire	**ADS7,E1,E4,E6,E7-E9, G2,G7,G8**		↔	
Waste	To reduce waste streams in Ayrshire and dispose as close to the point at which waste is generated	Waste recycled (% of collectable waste)	**ADS7,E17-E19**		↔	
Non Renewable Resources Minerals	To safe-guard and conserve existing resources as far as possible while ensuring an adequate land bank exists to meet the needs of the economy. To promote extraction in a way that will minimise environmental and social impacts	Consented reserves - Coal - Aggregates	**ADS7,E12-E16**			↑

COMMUNITIES

Communities	Key Objectives and Issues Addressed by Policy	Baseline Indicators	Structure Plan Policy	Sustainability Indicators		
Poverty & Social Exclusion	To promote a more inclusive society & reduce levels of poverty	Benefit Dependency (households)	**ADS1,ADS4,ADS7,W1-W7**		↔	
Town Centres	To promote town centres as the focus of commercial & retail activity	Household Expenditure within town centres (%) Household Expenditure spent outwith Ayrshire (%)	**ADS2,ADS3,L7-L10,**			↑
Access to facilities & services	To promote better access to facilities and reduce the impact of traffic	Access to basic services(% well placed) Traffic growth (%)	**ADS2,ADS3,ADS7, ADS8,L1-L10, E13,T1-T10,G1,G8**	↓		↑
Environmental Quality	To enhance the environment & reduce levels of vacant & derelict land To minimise the use of greenfield land by investment in urban areas	Land vacant(Ha) Houses built on greenfield land (%) of total built	**ADS2-4,ADS7,W4,L1-L10,E13,G1,G2,G4-G8** **ADS2,3,6,7L1-L6,T1,G1, G4-G8**	↓		↑
Cultural resources	To safeguard & enhance the natural & built environment & enhance settlement liveability	Buildings at risk	**ADS2-4,ADS6-7,L1-L10, E1,E20,T1-T3,G8**		↔	

Monitor 2004 – Transport Baseline Indicators

TRANSPORT				
Transport	**Key Objectives and Issues Addressed by Policy**	**Baseline Indicators**	**Structure Plan Policy**	**Sustainability Indicator**
Accessibility	To minimise the demand for travel by private car	Walking time to the nearest bus stop	ADS8, T1, T2, T3	↔
		Frequency of nearest bus service	ADS8, T1, T3	↔
		Work/Education trips by Public Transport	ADS8, T1, T3	↔
		Travel to work by Car	ADS8, T1, T3	↓
	To maximise the use of public transport through the development of public transport corridors	Major Public Transport Investment	ADS8, T1, T3	↑
	To retain and improve bus services serving rural communities	Subsidised Bus Mileage	ADS8, T3	↔
	To increase capacity in the rail network through further investment	Rail Patronage	ADS8, T3	↔
Economic Development	To develop and promote the movement of goods and passengers through Glasgow Prestwick International Airport	Growth at Glasgow Prestwick International Airport	ADS8, T5, W3	↑
	To provide transport infrastructure that meets the needs of new and existing business	Trunk Road Investment	ADS8, T8, T9	↑
Environmental Protection	To support and develop proposals for the transportation of freight by means other than by road	Lorry miles removed from road	ADS8, T1, T4, T6, T7, E13	↑
	To reduce the impact of traffic on the community	Road Traffic Growth	ADS8, T1	↓
	To contain, and if possible, reduce danger caused by road traffic	Road Accident Casualties	ADS8	↑
	To promote a strategic network of cycling routes	Length of National Cycle Network	ADS8, T1, T2, E5	↑
	To contain and, if possible, reduce emissions and pollution caused by road traffic	Transport-related CO^2 Emissions	ADS8, T1	↓

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Macaulay Land Use Research Institute

Railtrack

Scottish Civic Trust

Scottish Enterprise Ayrshire

Scottish Environmental Protection Agency[1]

Scottish Executive

Scottish Natural Heritage

Strathclyde Labour Intelligence & Monitoring Service (SLIMS)

The Coal Authority

Scottish Water

West of Scotland Archaeological Service

Stagecoach

ScotRail

Strathclyde Passenger Transport

SUSTRANS

Data Sources and Web Links

Readers may find the following web sites of interest. They provide further information and context to the content of MONITOR 2004

ECONOMY
www.slims.org.uk, provides access to economic information for the West of Scotland
www.scottish-enterprise.com, provides a direct link to the Scottish Enterprise Network

ENVIRONMENT
For information on climate change refer to the following
www.nbi.ac.uk/pmsl
www.met-office.gov.uk
www.ceh.ac.uk
www.aeat.co.uk/netcen/airqual

For general information on the environment refer to

www.sepa.org.uk
www.snh.org.uk
www.scotland.gov.uk/environment
www.europa.eu.int
www.historic-scotland.gov.uk
www.scottishwater.co.uk
www.forestry.gov.uk

COMMUNITIES
For links to social inclusion partnerships and related matters refer to

www.communitiesscotland.gov.uk
www.scvo.org.uk/sip

Information on vacant & derelict land and retail consents within Scotland can be found at

www.scotland/gov.uk/planning

TRANSPORT
A range of information on transport networks within Scotland can be found at

www.spt.co.uk
www.sra.gov.uk
www.scotland.gov.uk
www.glasgow.pwk.com
www.sustrans.org.uk
www.scotrail.co.uk
www.stagecoachbus.com
www.dtlr.gov.uk

SUSTAINABLE DEVELOPMENT
Scottish and UK indicators can be found at:
www.sustainable.scotland.gov.uk
www.sustainable-development.gov.uk

The following web pages provide links to demographic and other statistical information such as the Scottish Household Survey.

www.scotland.gov.uk/shs
www.statistics.gov.uk
www.scotland.gov.uk/stats
www.gro-scotland.gov.uk

The following are links to the local authorities within Ayrshire

www.east-ayrshire.gov.uk
www.north-ayrshire.gov.uk
www.south-ayrshire.gov.uk