

# Ayrshire Joint Structure Plan

## **MONITOR** **2002**

**a set of indicators to  
monitor structure  
plan policy**

Further copies of MONITOR 2002 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 2002

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# Foreword

Welcome to **MONITOR 2002** the second 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 two 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** “rolls forward” this previous work and adds commentary on progress and emerging issues. In addition the monitoring series has been extended to provide a more extensive set of indicators on transport and travel patterns. 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 2002 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

***“Damage to our environment hits the poorest hardest. Traffic fumes, pollution and poor quality housing all affect the most vulnerable in our society; the old, the very young and those who have least”***

Source: Jack McConnell, First Minister - February 18, 2002



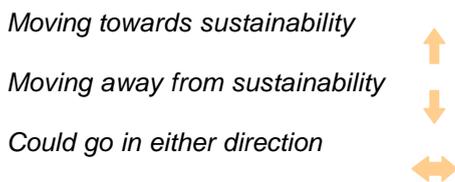
### Indicators

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:



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](http://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](http://www.ayrshire-jsu.gov.uk)**

## A Summary of Key Points in MONITOR 2002

### ECONOMY

- GDP per head of population remains consistently below the UK average
- Employment continues to fall
- Over £500m of capital has been invested or is programmed
- Business starts have fallen by a quarter since 1997
- There is no substantial employment growth in key sectors of the economy
- Unemployment has fallen but still remains high
- Population within Ayrshire continues to fall
- The skills within the workforce continue to improve

### ENVIRONMENT

- Climate change is having an impact on Ayrshire
- 30% of households in Ayrshire spent more than 10% of their income on fuel
- Energy generated from renewable sources is set to substantially increase
- Air quality continues to improve
- Riverine water quality is improving
- Soil is a finite resource and an important eco-system the lack of monitoring data is a cause for concern
- Conifer planting continues to have a significant impact on the landscape of Ayrshire. Since early 1990, broadleaf planting has increased
- Total agricultural land in crops has decreased over the last 10 years.
- A framework has been set for the protection of habitats and species in Ayrshire
- Ayrshire recycles less household waste than other parts of Scotland
- Existing consented mineral reserves meet forecast needs

### COMMUNITIES

- 14% of children in Ayrshire live in families of low income
- Almost three quarters 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
- 54% 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 46% 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
- There has been major public transport investment in recent years to improve accessibility and maximise the use of alternatives to the car"
- In 2000/2001, 1.53million bus miles were subsidised in Ayrshire
- Rail Patronage in Ayrshire increased by 9% from 1997/98 to 2000/01
- Glasgow Prestwick International Airport has seen a dramatic growth in both passengers and freight in recent years
- Over £36 million of Scottish Executive trunk road investment has been committed in 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 2.34% per year
- There has been a trend for declining numbers of total injury accidents on Ayrshire's roads in recent years
- Ayrshire has 150 kilometres of National Cycle Network
- Carbon dioxide levels will increase considerably by 2010 if nothing is done to reverse current trends in traffic growth





# Economy

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

## Ayrshire's Economic Resources

*“ Our vision for Ayrshire targets future generations as much as ourselves. It combines recognition of the long term prospects for prosperity with understanding of the deep seated problems that need to be addressed today. It is of Ayrshire as a dynamic economy, maximising its contribution to the wealth of Scotland”*

Source: Ayrshire Strategy for Jobs- Ayrshire Economic Forum

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
Scotland	102	100	96	96
East Ayrshire/ North Ayrshire	74	70	69	65
South Ayrshire	105	99	94	95
Ayrshire	84	80	76	74

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 £3.7bn, equivalent to 6% 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 £9,300 in 1998 (latest available figures) this figure has remained consistently below the UK average, which stood at £12,500 for this period.

***GDP per head remains consistently below the UK average***



Employment Forecast for Ayrshire By Sector, 2001-2010			
Employment by industry	Employment Forecasts		
	2001	2002	2010
Primary	3,000	2,900	2,600
Manufacturing	900	900	700
Utilities	25,400	24,400	20,600
Construction	8,500	8,400	8,200
Retail, Distribution, Hotels & Catering	33,400	33,400	33,200
Transport & Communications	9,300	9,500	9,300
Financial & Business Services	12,900	13,000	14,800
Public Admin, Education & Health	3,400	3,400	3,500
Other Services	6,100	6,100	6,300
<b>TOTAL EMPLOYMENT</b>	<b>133,400</b>	<b>132,700</b>	<b>130,800</b>

Source: SLIMS

**Employment**

In common with many of the regional economies within Europe, Ayrshire continues to undergo a restructuring of its 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, telecommunications, civil aviation, computers and the service sector including tourism.

This transition has however resulted in substantial job loss. Since 1995 almost 40% of all jobs lost in manufacturing in the West of Scotland were within Ayrshire. These losses have contributed to an overall fall in employment of around 4,400 jobs (a drop of 4%) during the late nineties. This is in contrast to the UK and Scotland where, in a similar period employment grew by over 9% and 1.3% respectively.

In the future it is hoped that a diverse economy will be more robust to changes in the demand for goods and services than has been experienced in recent years. However as the table opposite shows the creation of additional jobs provides a considerable challenge for the future particularly within the sectors which offer the fastest employment growth prospects and which contribute to the knowledge economy, e.g. business services. Employment in these growth sectors actually fell in Ayrshire by 5% between 1995 and 2000. In contrast employment in Scotland UK rose by 26%.<sup>1</sup>

***Employment continues to fall***

<sup>1</sup>The OECD has defined a number of employment sectors which are at the heart of the knowledge economy. Of the industries defined almost half are in business services. In Ayrshire only 14% of employment falls into this definition. The average for Britain is 20%.

Knowledge Economy		
	Change 1995-2000	
	Employment	%
Ayrshire	-500	-5
West of Scotland	+27,400	+25
Scotland	+68,900	+26

Source: SLIMS





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

## Strategic Capital Investment

In a period of economic change, good communications and infrastructure investment are vital to the long term competitiveness of the Ayrshire economy. Sustained investment is necessary 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, significant progress is being made in addressing these priorities. Investment of £500 million has already been made or is programmed. In addition a number of studies are being undertaken which will inform future priorities.

***£500 million has been programmed or invested***

Ayrshire – Major Infrastructure Improvements		
	Capital Investment	Progress
<b>Road</b>		
Proposal for M77 Extension	£60m	Starts 2002/03
Three Towns Bypass	£20m	Starts 2003/04
Trunk Road Programme	£10.3m	Programmed
<b>Rail</b>		
Proposed Barrhead/ Kilmarnock additional capacity	£15m*	Progress on going
New Rolling Stock	£120m*	On going 2001/03
<b>Railhead Infrastructure</b>		
• Cronberry Link	£15m	Programmed
• New Cumnock	£2.5m	Completed
<b>Ports</b>		
Ardrossan Harbour	£1.0m	Completed
Proposal for new terminal at Troon Harbour & Road Access	£4.5m	Completed
Ayr Harbour	£4.4m	Completed
<b>Water &amp; Sewerage</b>		
Ayr Sewerage Scheme	£45.6m	Work ongoing
<b>Industrial Sites</b>		
Ardeer	£2m	Completed
Prestwick International Aerospace Park	£7.3m	Progress ongoing
Rowallan, Kilmarnock	£2m	Completed
Riverside, Irvine	£5.5m	Completed
<b>ICT Infrastructure</b>		
Broadband Links	£200m	Being explored
<b>TOTAL</b>	<b>£500m+</b>	

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

\*SPT Network





**OBJECTIVE: To increase the prosperity of businesses and enterprises**

VAT Registration Rate By Business (% of existing companies 1999)	
East Ayrshire	9.9
North Ayrshire	9.6
South Ayrshire	9.2
Ayrshire	9.6
Scotland	9.6
UK	10.8

Source: SLIMS

Company Gap in Ayrshire (2000)			
	VAT Registered No.	Business Per Head*	Change in the number of businesses to achieve average
Ayrshire	7,600	20.2	n/a
Scotland	118,700	23.2	1,100
UK	1,658,100	27.9	2,900

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 registered business in any one year was just under 10% of all registered companies. This is slightly up from previous years but continues to be below the UK national average. The rate of "survival" of firms has also improved in recent years and is now consistent with the UK average at around 63%.

VAT registrations per head of population, "business density", is also a useful measure of enterprise within the local economy. In Ayrshire "business density" was 20 per 1,000 head of population substantially below the average for the UK of 28. To close this gap in Ayrshire would require the formation of an additional 3000 companies.

***Business start-ups per annum have fallen by a quarter since 1997***



High Technology Employment				
	1998		1999	
	Number	% of all employment	Number	% of all employment
Ayrshire	9,160	7.7	9,010	7.6
Scotland	67,600	3.4	78,933	3.8
UK	654,400	2.9	793,101	3.2

Source: SLIMS

Tradeable Employment (%)			
	1997	1999	Service Sector as a % of tradeable employment
Ayrshire	36	33	10
Scotland	33	32	15
UK	35	33	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 technology' 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 high proportion of employees working in high technology sectors, almost 8% compared to under half this figure nationally there has been no substantial growth (net fall of 150 jobs). This is in contrast to a 21% growth in jobs in these sectors nationally. The proportion of employment within 'tradeable' sector remains in line with the national average.

***"There is no substantial employment growth 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 a 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 11,000 jobs for local residents. To aspire to "full employment" an employment rate similar to the south east of England would require an additional 27,000 jobs.

Although unemployment levels have fallen in recent years, the rate has been slower than Scotland and the UK as a whole and as a result levels of unemployment remain well above the Scottish average and at 9.8% almost double the UK rate.

**Unemployment has fallen but still remains high**

	Employment Rate	Change in Employment need to achieve employment rate	% difference
Ayrshire	68.6	n/a	n/a
Scotland	73.4	11,000	7%
UK	74.8	14,000	9%
South East	80.3	27,000	17.0%

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



## 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. Although there is a continued natural decrease in the Ayrshire population, during the year 1999/2000 (last available figures) both East and North Ayrshire lost population due to out migration. The overall population of Ayrshire is projected to fall from 373,400 to 353,720 a drop of 5% in the period 2001 to 2016. The proportion of the population of working age will also fall from around 62% to 60% in this period.

**Population within Ayrshire continues to fall**

Population Trends in Ayrshire ('000s)		
Age Bands	Year	Year
	2000	2016
0-44	218	174
45+	155	180
Total	373	354

Source: GRO Populations Projections Scotland (2000)

Net Migration 1991-2000		
Council Area	Net Migration	% of Population
East Ayrshire	-3,607	-2.9
North Ayrshire	142	+0.1
South Ayrshire	3,481	+3.1
Ayrshire	16	-
Scotland	16,763	+0.3

Source: GRO (Scotland)  
Net Migration by Unitary Authority, 1991-2000





Qualifications in the Workforce 2001			
	NVQ Level 4 & above	Below NVQ Level 4 & Above	No Qualification
Ayrshire	26.6	58.1	14.4
Scotland	29.1	57.8	12.0
UK	26.3	60.6	11.7

Source: SLIMS

## Acquisition of New Skills

The development of a well educated and highly skilled 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 growth in the knowledge economy will in the future demand a highly skilled workforce able to adapt to change in the future.

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. The proportion with degree level qualification is estimated to be just over a quarter (26%) ,slightly below the national average.

***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<sub>2</sub> emissions and promote more efficient use of energy

CO <sub>2</sub> Emissions (1999) - Ayrshire in Context		
	(mt)	%UK
Ayrshire	4	0.7
Scotland	61	11
UK	548	100

CO<sub>2</sub> Emissions, weighted equivalent, estimate for Ayrshire based on work undertaken by Energy Agency, South Ayrshire Council  
 Source: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990, 1995, 1998, 1999 NETCEN, Feb 2002

## CO<sub>2</sub> 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.

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

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

**Climate change is having an impact on Ayrshire**

Thermal Efficiency of Housing Stock in Ayrshire NHER Energy Ratings (%)	
Rating	%
0	1
1	4
2	8
3	15
4	26
5	24
6	17
7	4
8	1

Source: Scottish Homes, 1996

## 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 CO<sub>2</sub> emissions from power generation.

Fuel poverty has three main sources: poorly insulated homes, low incomes and the cost of fuel. Through the Scottish Executive’s objective to reduce fuel poverty in Scotland by 2016, one of the milestones is to ensure that all council houses in Scotland will have central heating installed by 2004. In Ayrshire this will mean immediate benefit for over 540 houses. Currently 30% of households in Ayrshire spend more than 10% of their income on fuel. Within elderly and private rented households this proportion rises to over 50%.

Under current building regulations a property is expected to achieve a National Energy Rating (NHER) of around seven. Only 5% of houses within Ayrshire meet this criteria.

A survey of Scottish housing stock currently being undertaken by Communities Scotland will allow further progress on this issue to be measured.

**30% of households in Ayrshire spend more than 10% of their income on fuel**





**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 Scottish Renewable Obligation (SRO) and National Planning Policy Guideline (NPPG6), has sought to stimulate this sector where it can be shown to be economically attractive and environmentally acceptable.

The Scottish Executive are committed to the promotion of renewable energy and support an energy target for Scotland for energy from renewables including wind power, landfill gas and biomass of 17.5 % by year 2010.

They propose consultation prior to increasing this target to 30% by 2020.

***“Energy generated from renewable sources is set to substantially increase”***

Renewable Energy in Ayrshire				
Council	Technology	Location/Project Name	Potential MW	Capacity Operational
North Ayrshire	Biomass	Burnside Farm, Arran Byemill Forest, Arran	2 3.2	
	Wind	Holy Island Ardeer Ardrossan/ Hauplands/Busbie	0.8 25 24.5	
East Ayrshire	Land Fill Gas	Dunlop Power	2.5	
	Land Fill Gas	Garlaff Landfill	1.3	
	Wind	Harehill Stonyhill/Penbreck Whitelee Forest Windy Standard 1 Windy Standard 2 Benquhat Hill	13 27 50(240) (21.6) (68.5) 7.8	13  (21.6)
South Ayrshire	Wind	Benan Hill	4.5	
		Barbae Craigens Hill Hadyard Hill	6.4 50 50	
<b>TOTAL</b>			<b>+268</b>	<b>13</b>

Source: Scottish Executive  
Note: Windy Standard 1 & 2 included because of close proximity to Ayrshire boundary



**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 will be required to continue to work towards the achievement of objectives in their area.

Since Monitor 2000, North Ayrshire Council has progressed to a second stage review and complied in full with the statutory standards.

***Air Quality 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, 2001  
\*Additional Information being obtained



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

River Water Quality 2000 (%)		
	Scotland	Ayrshire
Excellent	73	5
Good	19	54
Fair	7	34
Poor	2	7
Seriously Polluted	0	0

Source: Scottish Environment Protection Agency

### Water Quality

River and loch water quality can be indicators of the human pressures on Ayrshire's water resources and aqueous habitats. During the period 1999 -2000 improvements to water quality has occurred. Ayrshire's 'good' classification has risen by 14 % and 'poor' water quality has decreased by 5%. However in terms of bathing quality diffuse sources of pollution have caused several bathing beaches to fail to meet satisfactory standards. In 2001 four out of eight beaches tested in Ayrshire failed on more than one account to meet standards.

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

Source: Scottish Environmental Protection Agency

The Water Framework Directive establishes a new framework for the management and protection of Scotland's natural water environment. Legislation will be introduced into Parliament in 2002. SEPA will 'control' all impacts on the water environment with the aim of achieving a "good" ecological status for all water by a specified date (2015 in most cases).

*Riverine water quality is improving*

**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

### 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 forestry 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.

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



**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 during the 90's, is presented opposite.

## Woodland Strategy

During the last year the Joint Committee in partnership with national and local agencies have been developing a woodland strategy for Ayrshire. It is hoped that this will be a vehicle by which woodland policy will be managed and developed over the next two decades.

**Conifer planting continues to have a significant impact on the landscape of Ayrshire. Since the early 1990s broadleaf planting has increased**

**Total agricultural land in crops has decreased over the last 10 years**

Significant Changes in Land Cover (km <sup>2</sup> )		
	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 Broad-leaf Planted*	
1992-1996	1997-2001	1992-1996	1997-2001
1782	2372	613	926

Note that some of this planted is within existing forests  
Source: Forestry Commission

Changes in Arable and Grassland in Ayrshire 1991 and 2001 (Hectares)			
	1991	2001	% Change
Crops	11,063	10,521	-5
Grass for mowing and grazing under 5 years	22,674	17,717	-22
Grass for mowing and grazing over 5 years	85,057	97,332	+13
Rough Grazing	117,060	98,174	-16
Farm Woodland	3,417	6,104	+44
Other Land	2,613	3,864	+32
Total Land	241,884	233,712	-3.4%

Source: Scottish Executive

### LAND USE CHANGE - KEY TRENDS

- 4,000 hectares of conifers have been planted in the period 1992-2001, though broadleaf planting has increased since 1996.
- the amount of agricultural land in crops has fallen by 9% in the last 10 years.
- the amount of grassland for mowing or grazing has increased by 19% 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

### 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*

UK Species of Concern in Ayrshire								
Action Plan Species	Habitats(s)						UK Status	Ayrshire LBAP Status
	C	W	F	G	Ur	Wo		
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				Priority Local Priority Species
Pink Meadow-cap				G				Low Risk Unknown*

Source: Ayrshire Local Biodiversity Action Plan

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





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

## Waste Recycled

The Scottish Environmental Protection Agency (SEPA) has a responsibility for waste regulation and pollution controls. They are currently facilitating the production of an Area Waste Plan for Ayrshire and Dumfries and Galloway which will be one of eleven area plans being 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 will impact on the level of recycled household waste levels. Specific targets are being set for Ayrshire including the amount of Biogradable Municipal Solid Waste permitted to landfill. It is proposed this will be reduced by half of 1995 levels by 2009/2013.

Although Ayrshire's percentage of recycled waste has been increasing over the last two years it is significantly below other parts of Scotland.

### *Still Ayrshire recycles less household waste than other parts of Scotland*

Waste Management in Ayrshire		
Tonnage (Collected Waste) by Local Authority	Tonnage (1995 base MSW)	% Household Waste Recycled (2000/01)
East Ayrshire	75,000	2.3
North Ayrshire	89,117	8.0 <sup>+</sup>
South Ayrshire	72,313	6.4
Scotland	2,896,773 <sup>1</sup>	6.1

Sources: East, North & South Ayrshire Councils and Scottish Environment Protection Agency  
<sup>1</sup>1998  
<sup>\*</sup>Recycle figures, Audit Scotland 2002. Includes composted household waste

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

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



**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 demonstrate that 4.2m tonnes of opencast coal were produced in Ayrshire in 2001, representing just over half of all coal produced by opencast mining in Scotland. The rate at which opencast coal is being extracted within Ayrshire has increased significantly since Monitor 2000.

### *Existing consented mineral reserves meet forecast needs*

Consented Reserved in Ayrshire – Coal 2000/2001			
No. of Sites	Consented Reserves (m. tonnes)	Land Take (Ha)	Production (m. tonnes)
8	22.75	2690	4.18

Source: The Coal Authority

Consented Reserves – Aggregates + Sand & Gravel			
Aggregate Reserves <sup>i</sup>	Consented Reserves (m. tonnes)	Production (m. tonnes)	Life Expectancy (years) <sup>ii</sup>
Hard Rock	69.4	2.8	+24
Sand and Gravel	205	0.5	+6
Other	3.4	0.2	+17
Totals	75.3	3.5	+22

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

Net Annual Income Distribution	South Ayrshire Council	East Ayrshire Council	North Ayrshire Council	Ayrshire	Scotland
	%	%	%	%	%
£0-£10,000	35	42	40	39	37
£10,000 to £15,000	22	20	23	22	21
£15,000 to £20,000	15	14	14	14	15
£20,000 +	28	23	23	25	26

Source: Scottish Household Survey 1999/2000

## Social Inclusion

Many people within 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 changes in the structure of the local economy. Many of the specific factors such as poor educational attainment, homelessness, unemployment and poor health can, however, be perpetuated through generations.

The distribution of incomes data indicates that the proportion of households on low incomes (less than £10,000 per annum) within Ayrshire is close to the figure for Scotland. However, this masks considerable differences between and within the Council areas. North Ayrshire and East Ayrshire have a higher proportion of low income households than is the case for Scotland. Within all three Council areas, however, particular areas have been identified where there are concentrations of high unemployment, low income, poor health and other social issues.

There are a range of jointly funded initiatives within Ayrshire that seek to promote greater social and economic cohesion within the community and include spatially targeted programmes that seek to deliver comprehensive and integrated solutions to the needs of people within specific areas. The Social Inclusion Partnerships (SIP) are recognised at the national level as priority areas for action and have been in operation for the last 5 years. Significant divergence remains between the SIPs and the general population for key economic factors such as employment rates. For example, the working age employment rate for the North Ayr SIP was 42% in 2001, compared to the Scottish rate of 74%. The four Social Inclusion Partnerships have established a broad range of initiatives aimed at improving educational attainment, employment opportunities, community involvement and the local environment and have set targets for key indicators.

Areas Based Priority Areas		
Council Area	Structure Plan	Social Inclusion Partnership (SIP)*
East Ayrshire	Kilmarnock	
	Irvine Valley	
	Upper Doon Valley	*East Ayrshire Coalfield Area
	Former Mining Settlements	*East Ayrshire Coalfield Area
North Ayrshire	Ardrossan/Saltcoats/Stevenston	*North Ayrshire
	Arran	
	Cumbrae	
	Garnock Valley	*North Ayrshire
	Irvine/Kilwinning	*North Ayrshire
South Ayrshire	North Ayr	*North Ayr
	Girvan	*Girvan Connections
	Tarbolton/Mossblown/ Annbank	

Source: Ayrshire Joint Structure Plan and Transportation Committee

19.8% of the population of Ayrshire fall within the national social inclusion partnership areas.

Benefit Dependency	Tenure		Total Dwellings
	Owners %	Renters %	%
High Dependency	7	42	23
Moderate Dependency	11	25	17
Low Dependency	12	12	12
Independent	68	19	46
Unavailable	2	3	2
<b>Total Dwellings</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: Scottish Homes House Condition Survey 1996

**14% of children in Ayrshire live in families of low income**





**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. A survey of shopping patterns in Ayrshire is proposed in the Spring 2003.

***Almost three quarters of recent retail investment has been in the town centres of Ayrshire***

Retail Household Expenditure in Ayrshire*						
	Convenience (%)		Clothing (%)		DIY (%)	
	1991	1998	1991	1998	1991	1998
In Town Centre+	81	66	84	79	41	24
Out of Town Centre	19	34	16	21	59	76
<b>Totals</b>	100		100		100	

Source: Ayrshire Joint Structure Plan and Transportation Committee  
\* based on survey of residents

Retail Planning Consents 2000		
	In Town Centre (m <sup>2</sup> )	Out of Town Centre (m <sup>2</sup> )
East Ayrshire Council		5,807
North Ayrshire Council	7,971	
South Ayrshire Council	8,600	
<b>Ayrshire</b>	<b>16,571</b>	<b>5,807</b>

Source: Scottish Executive, 2001



**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 (2000)		
Facility/Service	Ayrshire %	Scotland %
Post Office	89	90
Bank	80	76
Grocery/Food	90	90
Chemists	86	85
Outpatients	63	60
Doctors	82	82

Source: Scottish Household Survey 2000





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 during the next three years. 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**



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

Vacant and Derelict Land (2001) in Hectares		
	Derelict Area	Vacant Area
East Ayrshire	349	77
North Ayrshire	270	158
South Ayrshire	124	32
Ayrshire	743	267
Scotland	6845	3763

Source: Scottish Executive, 2001

### 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 development on ‘greenfield’ sites. This is driven by a range of social and economic factors, which has seen an increase in households of over 6% over the last ten years in spite of no substantial growth in population.

There has been an increase in the proportion of housing on brownfield development sites during the last two years.

In Scotland currently there are no national agreed targets for housing provision on brownfield land.

**54% of new housing is on brownfield land**

House Completions 1999-2001		
	Brownfield %	Greenfield %
East Ayrshire	37.5	62.5
North Ayrshire	57.5	42.5
South Ayrshire	75	25
Ayrshire	54	46

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 number of buildings at risk and facing demolition.

The West of Scotland Archeological Service<sup>1</sup> (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.

<sup>1</sup>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				2000	1998
	A	B	C	Unlisted	Total	Total
East Ayrshire	1	17	5	10	33	34
North Ayrshire	2	12	2	2	18	17
South Ayrshire	6	4	5	10	25	20
<b>Total</b>	<b>9</b>	<b>33</b>	<b>12</b>	<b>22</b>	<b>76</b>	<b>71</b>

Source: Scottish Civic Trust





# Transport

**OBJECTIVE:** “ To secure a balanced and integrated transport strategy”

## Transport in Ayrshire

*“Sustainable improvement in the productivity of the Scottish economy will depend on the development of a highly evolved and efficient transport and communications infrastructure”.*

Source: The Way Forward – Framework for Economic Development in Scotland, 2000

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. A number of national indicators on transport have been issued and where possible, these have been incorporated into this document. Further national indicators are proposed in the near future. This section will be updated on a regular basis to reflect any emerging guidance and new sources of research in order to measure the strategic challenges more thoroughly.

### 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 1999/2000	
Walking Time	Households
Up to 3	56%
4 to 6	31%
7 to 13	8%
14 or more	3%
Don't Know	1%
No Bus Service	1%

Source: Scottish Household Survey, 2001

### (A) Convenience of Public Transport

The majority of households in Ayrshire are within 6 minutes walk of a bus stop (87%). Further analysis undertaken by the Scottish Household Survey reveals that almost half of total households have access to a bus service every 26 minutes or less. Whilst most people (79%) perceive public transport to be convenient, 20% of respondents in the survey did not know the frequency of their nearest bus service. 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 46% have access to a bus service every 26 minutes or less**

Frequency of nearest bus service 1999/2000	
Frequency	Households
Up to 13 mins	16%
14 to 26 mins	30%
27 to 63 mins	31%
64 or more	3%
Don't know	20%
No bus service	1%

Source: Scottish Household Survey, 2001

### (B) Travel Demand by Mode

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

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. The Scottish Household Survey also reveals that walking is a far greater method of travel for those on lower incomes with a Scotland average of 29% of those earning less than £10,000 walking to work or school/college.

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

Work/Education trips by Car 1999/2000				
	Net Annual Income			
	£0-10,000	£10-15,000	£15-20,000	£20,000+
East Ayrshire	38.3%	58.5%	69.7%	78.6%
North Ayrshire	50%	51.4%	69.7%	72.6%
South Ayrshire	40.5%	78.2%	64.1%	79.2%
Scotland	37.1%	54.5%	61.3%	72.1%

Source: Scottish Household Survey, 2001





**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 including a new ferry terminal at Ardrossan and fleets of both new “Juniper” trains and super low floor buses. Local authorities have also submitted a number of bid applications to the Scottish Executive for Public Transport Fund awards and so far, £10m has been awarded to 2004 to enhance public transport. In addition, other projects such as CCTV at rail stations and new bus stops have recently been implemented.

*There has been major public transport investment in recent years to improve accessibility and maximise the use of alternatives to the car*

Major Public Transport Investment		
Public Transport Project		(£m)
Public Transport Fund	Kilmarnock and Cumnock Bus Stations	0.59
	Ayr Bus Priority	1.85
	South Ayrshire Package of Integrated Transport Measures	2.71
	Cycling and Walking in Kilmarnock	0.67
	South Ayrshire Integrated Transport System	1.325
	North Ayrshire Preparation of PTF Bid	0.25
	Kilmarnock Town Centre Action Plan	2.702
Ardrossan Ferry Terminal		0.96
New Juniper Trains		120*
New Low Floor Buses		3.0
<b>TOTAL</b>		<b>134</b>
Source: Various		
*Overall SPTE Network		



**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 £860,000 has been awarded to the Ayrshire authorities for rural transport schemes including a total of 16 new rural bus services, enhanced ferry services from Largs to Cumbrae and a rural petrol station grant for Millport.

*In 2000/2001, 1.53 million bus miles were subsidised in Ayrshire*

Annual Subsidised Bus Mileage in Ayrshire 1998/99—2000/01 (millions)			
	1998/99	1999/2000	2000/2001
East Ayrshire	0.65	0.55	0.40
North Ayrshire	0.45	0.42	0.45
South Ayrshire	0.61	0.8	0.68
<b>TOTAL</b>	<b>1.71</b>	<b>1.77</b>	<b>1.53</b>
Source: Strathclyde Passenger Transport			





**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
Ayrshire Coast	19,705	19,991	21,970
South West	8,733	9,502	10,442
Burns	355	402	367
<b>TOTAL</b>	<b>28,793</b>	<b>29,895</b>	<b>32,779</b>

Source: Strathclyde Passenger Transport

### Rail Patronage

In general, rail patronage is increasing on the 3 rail lines that operate within and beyond Ayrshire. Passengers on both the Ayrshire Coast and South West lines have increased by almost 10% since 1997/98. A total of 32,779 passengers used the 3 lines per weekday during 2000/01.

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 Strategic Rail Authority have recently published a Strategic Plan which outlines future rail investment in Ayrshire. This includes a commitment to provide additional capacity on the Kilmarnock to Glasgow line and to provide platforms for longer trains on the Ayrshire Coast line by 2005.

**Rail Patronage in Ayrshire increased by 9% from 1997/98 to 2000/01**



**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
Passengers (thousands)	35	313	905
Freight (tonnes)	12,869	19,940	41,460
Air Transport Movements	2,696	5,690	11,428

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 21 destinations. This trend in growth is likely to continue with completion of the £7.3million Prestwick International Aerospace Park and the recent announcement of further passenger routes to European destinations.

The airport has scope for further growth and has good quality surface accessibility, including a direct rail connection, to accommodate expansion.

**Glasgow Prestwick International Airport has seen a dramatic growth in both passengers and freight in recent years**





**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 to 2004. Some of these schemes have already been completed or are currently in progress.

***£35 million of Scottish Executive trunk road investment has been committed in Ayrshire***

Trunk Road Investment	
	SE Investment
A78 Three Towns Bypass	£19.955m
A77 Symington Roundabout	£1.865m
A77 Central Reserve Safety Fencing	£0.810m
A76 Afton Bridge Replacement	£0.610m
A77 Gainhill to Clunch Road	£0.510m
M77 Fenwick to Malletsheugh*	£4.66m
A77 Turnberry Climbing Lane	£2.0m
A76 Crossroads	£1.901m
A77 Sandyford Roundabout	£0.8m
A77 Burnside Improvement	£0.65m
A77 Hansel Village Footbridge	£0.615m
A77 Blackneuk Improvements	£0.6m
<b>TOTAL</b>	<b>£35m</b>

Source: Scottish Executive

\*Up to 2008 (also East Renfrewshire Council). Estimated capital cost for PPP scheme £60m.



**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 of approximately £4million.

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

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





**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
<b>TOTAL (all sites)</b>	<b>77645</b>	<b>81308</b>	<b>82130</b>	<b>83639</b>	<b>2.34</b>
<b>TOTAL (excl. A76, A77, A78 &amp; A737 trunk roads)</b>	<b>15180</b>	<b>14484</b>	<b>14635</b>	<b>14514</b>	<b>-1.25</b>

Source: East, North and South Ayrshire Councils

### Road Traffic Growth

In Scotland, the estimated total volume of traffic on major roads has grown by about 16% since 1990 and traffic on motorways has risen even faster - by 62% since 1990 (Scottish Transport Statistics, 2001). 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. Overall traffic levels in Ayrshire have increased by around 2% per year 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 the A736 saw an overall fall in traffic.

*Traffic in Ayrshire is growing at 2.34% per year*



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

Number of Road Casualties in Ayrshire by Severity 1997-2001			
	1997	1999	2001
Fatal	15	18	35
Serious	337	346	228
Slight	1189	1125	1117
<b>TOTAL</b>	<b>1541</b>	<b>1489</b>	<b>1380</b>

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 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.

*There has been a trend for declining numbers of total injury accidents on Ayrshire's roads in recent years*





**OBJECTIVE:** To promote a strategic network of cycling routes

## Cycle Network Growth

Cycling accounts for only 1% of all travel in Ayrshire (1991 Census) and yet 35% of adults in Ayrshire have access to a bicycle (Scottish Household Survey 1999/2000). The Government launched the National Cycling Strategy in 1996 with an aim to quadruple bicycle use by 2012. In September 2000, the Scottish Executive announced that £11.85 million would be ring-fenced within the Public Transport Fund for walking, cycling and safer streets projects over a two year period starting in 2002. So far, the Ayrshire authorities have received £1.37 million to spend on local 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.

Existing National Cycle Network in Ayrshire	
	Length of National Cycle Network (km)
East Ayrshire	5
North Ayrshire	75
South Ayrshire	70
<b>TOTAL</b>	<b>150</b>

Source: Sustrans

***Ayrshire has 150 kilometres of National Cycle Network***



**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<sub>2</sub>) (Travel Choices for Scotland 1998). The UK has a domestic aim of reducing CO<sub>2</sub> emissions by 20% from their 1990 levels by 2010. Transport is estimated to make up 18% of all CO<sub>2</sub> emissions in Ayrshire, excluding the airport. The projected growth for transport related CO<sub>2</sub> emissions is in contrast to other sectors which are forecast to decline. It has been estimated that by 2010, transport related CO<sub>2</sub> emissions will increase by 17%.

Transport Related CO <sub>2</sub> Emissions in Ayrshire		
	1999	2010
Volume (mt)	0.73	0.85

CO<sub>2</sub> Emissions, weighted equivalent, estimate for Ayrshire based on work undertaken by Energy Agency, South Ayrshire Council  
Source: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990, 1995, 1998, 1999 NETCEN, Feb 2002  
Refer to CO<sub>2</sub> emissions in the Environment Section for further context

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



# Monitor 2002 – 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	
Climate Change & Renewable Energy	Reduce CO2 emissions 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 emissions 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 its 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 ADS2,3,6,7,L1-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 2002 – 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	
	To maximise the use of public transport through the development of public transport corridors	Work/Education trips by Public Transport	ADS8, T1, T3	
		Work/Education trips by Car	ADS8, T1, T3	
		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 <sup>2</sup> Emissions	ADS8, T1	



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*Railtrack*

*Scottish Civic Trust*

*Scottish Enterprise Ayrshire*

*Scottish Environmental Protection Agency<sup>1</sup>*

*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*

<sup>1</sup>With reference to the table of water quality on Page 16 it should be noted that the Scottish Environment Protection Agency (SEPA), have stated that straight comparisons of water quality do not represent the full picture. For example, in Ayrshire there are a significant number of smaller tributaries, which are not routinely sampled but will exhibit excellent or good quality water.



## 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 2002

### ECONOMY

[www.slims.org.uk](http://www.slims.org.uk), provides access to economic information for the West of Scotland

[www.scottish-enterprise.com](http://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](http://www.nbi.ac.uk/pmsl)

[www.met-office.gov.uk](http://www.met-office.gov.uk)

[www.ceh.ac.uk](http://www.ceh.ac.uk)

[www.aeat.co.uk/netcen/airqual](http://www.aeat.co.uk/netcen/airqual)

For general information on the environment refer to

[www.sepa.org.uk](http://www.sepa.org.uk)

[www.snh.org.uk](http://www.snh.org.uk)

[www.scotland.gov.uk/environment](http://www.scotland.gov.uk/environment)

[www.europa.eu.int](http://www.europa.eu.int)

[www.historic-scotland.gov.uk](http://www.historic-scotland.gov.uk)

[www.scottishwater.co.uk](http://www.scottishwater.co.uk)

[www.forestry.gov.uk](http://www.forestry.gov.uk)

### COMMUNITIES

For links to social inclusion partnerships and related matters refer to

[www.communitiesscotland.gov.uk](http://www.communitiesscotland.gov.uk)

[www.scvo.org.uk/sip](http://www.scvo.org.uk/sip)

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

[www.scotland/gov.uk/planning](http://www.scotland/gov.uk/planning)

### TRANSPORT

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

[www.spt.co.uk](http://www.spt.co.uk)

[www.sra.gov.uk](http://www.sra.gov.uk)

[www.scotland.gov.uk](http://www.scotland.gov.uk)

[www.glasgow.pwk.com](http://www.glasgow.pwk.com)

[www.sustrans.org.uk](http://www.sustrans.org.uk)

[www.scotrail.co.uk](http://www.scotrail.co.uk)

[www.stagecoachbus.com](http://www.stagecoachbus.com)

[www.dtlr.gov.uk](http://www.dtlr.gov.uk)

### SUSTAINABLE DEVELOPMENT

Scottish and UK indicators can be found at:

[www.sustainable.scotland.gov.uk](http://www.sustainable.scotland.gov.uk)

[www.sustainable-development.gov.uk](http://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](http://www.scotland.gov.uk/shs)

[www.statistics.gov.uk](http://www.statistics.gov.uk)

[www.scotland.gov.uk/stats](http://www.scotland.gov.uk/stats)

[www.gro-scotland.gov.uk](http://www.gro-scotland.gov.uk)

The following are links to the local authorities within Ayrshire

[www.east-ayrshire.gov.uk](http://www.east-ayrshire.gov.uk)

[www.north-ayrshire.gov.uk](http://www.north-ayrshire.gov.uk)

[www.south-ayrshire.gov.uk](http://www.south-ayrshire.gov.uk)

