North Ayrshire
Community Planning Partnership

Strategic Management Team

Wednesday 5 December 10.00 a.m.

Irvine and Kilwinning Committee Room, Ground Floor, Cunninghame House, Irvine, KA12 8EE

AGENDA

10.00- 10.05	**1.**	-	**Welcome and Apologies**

10.05- 10.15	**2.**	Pg 2	**Minutes and Action Note From Last Meeting** Discuss Minute and Action Note from meeting on 24 October 2018 (copy enclosed)

10.15- 10.35	**3.**	Pg. 6	**2018/19 Transport Outcomes Report** Receive report from John Binning/Bruce Kiloh, SPT (copy enclosed)

10.35- 10.55   **4.**   Pg 23.   **Strategic Management Team Role and Development**
- i) Discuss and confirm the role of the SMT (structure diagram and terms of reference enclosed)
- ii) Consider proposed SMT decision tracker (to be presented by Morna Rae)

10.55- 11.15   **5.**   -   **Child Poverty**
Receive presentation from Audrey Sutton, NAC on approach to developing the Child Poverty Action Plan

11:15 – 11:35   **6.**   -   **Community Engagement Centre of Excellence**
Receive presentation from Audrey Sutton, NAC on developments and agree partner support

11:35 – 11:55   **7.**   -   **CPP Response Local Governance Review**
Consider proposed response to be tabled by Morna Rae, NAC

11:55 – 12:00   **8.**   **AOCB**
Dates of 2019 meetings TBC

North Ayrshire
Community Planning Partnership

Meeting:	Strategic Management Team	
Date/Venue:	Wednesday 24 October at 10.00 a.m, Garnock Committee Room, Ground Floor, Cunninghame House, Irvine, KA12 8EE	
Present:	Craig Hatton, NAC (Chair) Thelma Bowers, NAC (sub for Stephen Brown) Mark Newlands, Scottish Enterprise Andrew McClelland, NAC Russell McCutcheon, NAC Morna Rae, NAC Jim Scott, Scottish Fire and Rescue Service James Thomson, Ayrshire College (sub for Michael Breen) Elaine Young, NHS Ayrshire and Arran	
In attendance:	Jennifer McGee (minutes), NAC	
Apologies:	Stephen Brown, NAHSCP Michael Breen, Ayrshire College Lorne Campbell, KA Leisure Kenny Hankinson, Scottish Fire and Rescue Service Barbara Hastings, TACT Tim Ross, Police Scotland Audrey Sutton, NAC Vicki Yuill, TSI Karen Yeomans, NAC	

No.	Item	Responsible
1.	**Welcome** C Hatton welcomed everyone to the meeting and apologies were noted. C Hatton asked for everyone's thoughts on the Chair being rotated on an annual basis. It was agreed that this was a great idea and Elaine Young would take over as Chair from the next meeting which is scheduled to take place on 5 December 2018. C Hatton also paid thanks to the former Chair, Elma Murray for all of the excellent work she has done with our partners during her nine years as Chief Executive.	**Noted**
2.	**Minute of Previous Meeting and Action Note** Minutes from the meeting held on 24 August were agreed.	

	M Rae provided an update on the actions arising from the meeting held on 24 August. Two actions are currently outstanding: • Report on place-based principles – this will be discussed at a future SMT; • People's Panel Focus Groups – these will take place before the end of the year	**Noted**
	E Young advised that she is attending an event at the Park Hotel in Kilmarnock tomorrow (25 October) which will focus on bringing Health and Housing together. E Young advised that she would feedback any useful information.	**E Young**
	C Hatton asked R McCutcheon to check whether David Hammond was attending this event.	**R McCutcheon**
3.	**Best Value** Ahead of the Audit Scotland Best Value Audit which is expected to be published during 2020/21, and work commencing towards the end of 2019, a best value toolkit on Partnership Working has been used to make sure we are as well placed as we can be when the audit commences. The toolkit is broken down into eight questions and three ratings (basic, better and advanced practice). M Rae asked the SMT to review the current toolkit and highlight whether: • They agree with the rating; • There is any evidence to be added; • This should be a priority area for improvement? If so, why? • If we should focus on improving this how should we go about it? The group made comments on actions within the toolkit which were currently categorised as basic or better practice. **1.3** – It was agreed that the Economic Development and Regeneration Board, HSCP Strategic Planning Group, Workstreams and Locality Forums, IJB Champions should be added to the evidence and that this item should remain in the better practice category. **2.1** - It was agreed that Fair For All Steering Group and Advisory Panel should be added as evidence for this item. The Fair For All Framework is an excellent example of partnership working, especially the Advisory Panel. **2.2** – SIMD focus. We have long terms targets, however these are difficult to context. Fair For All Model to be used for target setting over longer term.	

	2.5 – Risks are not embedded. Work is progressing on CPP Risk Strategy, however more work has still to be done. This item should be moved to basic practice as work in this area needs to be strengthened.	
	2.6 – Item to stay within the better practice column. Evidence is currently more performance driven than development driven. SMT thought that having an individual appraisal system (360 feedback) would be helpful. M Rae advised that she would liaise with the Head of People regarding this. SMT also highlighted that the re-introduction of Partnership Capacity Building Days and CP Shadowing would be useful. M Rae confirmed that this is on her work plan.	**M Rae**
	3.2 – Locality Partnerships, Kindness work and work with Public Health to be added as evidence.	
	4.1 – 4.4 – Reviews to be carried out quarterly rather than six monthly. Look at how discussions from thematic groups could be communicated to the SMT. Police and Fire could also share their performance reports.	
	5.1-5.4 – The Partnership collectively have an abundance of data which is currently shared via the poverty alleviating grants tool. SMT should review the data to perhaps have protocol directly link with priorities.	
	6.2 – SNAP, Police and Fire plans and NHS Transformation to be added as evidence.	
	7.1 – Partners work together well. No budgets are set, however lots of work carried out in kind. More mapping required to evidence further.	
	A McClelland advised SMT that following a recent Education inspection a similar toolkit was used, however his team added an additional column which highlighted when they intended to have outstanding work completed. This showed inspectors that the Council were aware of their areas of improvements without them having to point it out.	
	SMT agreed to add an addition column headed up "Areas for Development".	
	The outputs of the toolkit analysis and the SMT discussion will be fed back to officers who are coordinating the NAC work on best value. A workplan for the SMT will also be developed.	**M Rae**
4.	**Fair For All Updates** M Rae provided an update on the work of the Fair for All Advisory Panel and Steering Group. A copy of the Advisory Panel and Steering Group minutes were circulated in advance of the meeting. In relation to the Steering Group discussion on the cost of the school day A McClelland highlighted that Education and Youth Employment are: • Working with YoungScot to reduce the cost of the school day; • Meeting with Facilities Management regarding use of YoungScot cards at breakfast time; and	

	• Meeting with the Active Travel team regarding school transport – Auchenharvie Academy only at this point.	
8.	**AOCB** No other business was discussed.	
9.	**Next Meeting** The next meeting of the Strategic Management Team will take place on 5 December 2018 at 10.00 a.m.	

Actions Summary

No	Agenda Item	Action Required	By	Date
1.	Corra Update	Report on place based principles and the Irvine Harbourside work at a future meeting of the SMT.	Audrey Sutton	Jan 19
2.	Minute of Previous Meeting and Action Note	E Young to feedback any useful information following the Health and Housing event on 25 October.	Elaine Young	05.12.18
3.	Minute of Previous Meeting and Action Note	Health and Housing event on 25 October - R McCutcheon to check whether David Hammond was attending this event.	Russell McCutcheon	05.12.18
4.	Best Value	M Rae advised that she would liaise with the Head of People regarding using 360 feedback for partners	Morna Rae	05.12.18
		Re-introduction of Partnership Capacity Building Days and CP Shadowing.Amendments to Best Value Toolkit	Morna Rae Morna Rae	Early 2019 November 2018
		Develop CP workplan and share feedback with NAC colleagues	Morna Rae	Jan 2019

Item

NORTH AYRSHIRE COMMUNITY PLANNING

Partnership Meeting

NORTH AYRSHIRE TRANSPORT OUTCOMES REPORT FOR 2018/19

1   Introduction

1.1   This report will:

- Inform the North Ayrshire Community Planning Partnership of the preparation by SPT of the North Ayrshire Transport Outcome Report (TOR);

- Highlight the connection between SPT activities and local outcomes from the Local Outcome Improvement Plan (LOIP); and

- Highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2017/18 together with details of the SPT – North Ayrshire joint work streams for 2018/19.

2   Background

2.1   SPT has prepared a TOR for North Ayrshire annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.

2.2   The TOR is directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2018 – 2019[1] and is the local monitoring and planning element of SPT's suite of strategic plans.

2.3   SPT officers worked with North Ayrshire colleagues to agree the key areas for partnership working for 2018/19.

2.4   The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and North Ayrshire's local outcomes from Local Outcome Improvement Plan.

3   Content

3.1   The detailed content of the 2018/19 TOR is as follows:

- *Policy Context* - This section sets out linkages between the RTS and LOIP outcomes;

- *Outputs and Performance* – This section sets out progress on joint work streams between SPT and North Ayrshire Council during 2017/18 and key transport indicators for each strategic outcome.

[1] http://www.spt.co.uk/wmslib/Documents_RTS/rts-delivery-plan-201819-202021.pdf

- *The Year Ahead* – This section sets out the key policy, planning and capital projects being undertaken in 2018/19

4 Capital Programme

4.1 The SPT – North Ayrshire capital projects 2018/19 are as follows:

Bus Corridor Improvements	£70,000
Bus Route Congestion Reduction Measures	£300,000
Irvine Cycle Friendly Town	£250,000
Irvine Town Centre Bus Infrastructure Improvements	£300,000
Ardrossan Harbour Interchange	£200,000
Cumbrae Ferry Bus Stop and Queuing Facilities	£30,000

5 Local outcomes for North Ayrshire

5.1 The TOR summarises the role of transport in achieving local outcomes with the following benefits highlighted:

- High quality public transport services and active travel can improve access to town centres, reduce car-dominated environments and promote centres as places to visit and invest.

- Reliable and accessible transport services and high quality travel information support residents to get to work, training or education.

- Good access to employment, training and learning and employment services supports improved learning and employability outcomes.

- Good access for children and families to education & learning, healthcare, shops with fresh foods, and a range of opportunities to socialise and be active supports improved health and learning.

- Good access to healthcare facilities and services, leisure and shopping opportunities, social networks and opportunities to interact with communities supports healthier and independent communities.

- Increasing walking and cycling can improve health outcomes for children and families and support mental health and well-being.

- Improving walking & cycling infrastructure can improve opportunities to incorporate regular physical activity into everyday life.

- Improving strategic connectivity across North Ayrshire and other areas can increase the range of employment opportunities for residents and promote the area as an attractive place to visit, invest and grow.

- Improving road safety supports increased community interaction within more attractive, walkable environments.

6   Conclusion

6.1   The TOR summarises the SPT activities and investments delivered in 2017/18 that benefitted North Ayrshire residents.

6.2   The TOR provides detailed information on the agreed SPT – North Ayrshire joint work streams for 2018/19.

6.3   The TOR highlights the role of transport in achieving positive outcomes at the local level by noting the supporting relationship between the joint work streams agreed between SPT and North Ayrshire and the local outcomes set out in the LOIP.

7   Recommendations

It is recommended that the Board note the contents of the report.

Bruce Kiloh, Head of Policy and Planning
Strathclyde Partnership for Transport

Strathclyde Partnership for Transport

Transport Outcomes Report for North Ayrshire

Contents

1 Summary

This report provides a summary of transport services and projects provided or supported by SPT in North Ayrshire in 201718 (section 2) and the current service and investment plans for 2018/19 (section 3). Section 2 is aligned to the relevant Regional Transport Strategy strategic outcomes - Attractive Seamless Reliable Travel, Access for All, Reduced Emission and Improved Connectivity - and includes the high level monitoring indicator for each strategic outcome.

Key figures

- £900,000 capital investment in North Ayrshire transport projects in 2017/18 including:
    - Brodick Ferry Terminal bus infrastructure
    - Active travel infrastructure in Irvine
    - Irvine town centre regeneration / bus infrastructure and public realm improvements
    - North Ayrshire bus corridor infrastructure upgrades
- £1.150 million planned capital investment in North Ayrshire transport projects in 2018/19 including:
    - Active travel infrastructure in Irvine
    - Ardrossan Habour interchange
    - Bus infrastructure improvements at Largs / Cumbrae Ferry
    - Congestion reduction measures in Kilwinnng and Irvine
    - Irvine town centre regeneration / bus infrastructure and public realm improvements
- 11 local bus services supported by SPT in North Ayrshire including services to Crosshouse and Ayr Hospitals and i3 Enterprise Area and those on Arran and Cumbrae
- 25,000 MyBus journeys made by North Ayrshire residents
- 1,900 North Ayrshire pupils transported to school every school day on transport services arranged by SPT
- 2,200 National Entitlement Cards processed by SPT for North Ayrshire residents who have a disability

2 Outputs and performance for 2017/18

2.1 Achieving Attractive Seamless Reliable Travel

SPT and North Ayrshire Council (NAC) work together to deliver improved bus infrastructure, bus priority and routes to public transport hubs for improved safety, quality, access, journey reliability and comfort for passengers. In 2017/18, SPT continued to maintain and improve bus stops, passenger shelters and information cases throughout North Ayrshire and NAC delivered improvements to bus stops across North Ayrshire. Real Time Passenger Information display screens are installed at 19 bus stops across North Ayrshire.

SPT continued to administer the SPT ZoneCard in 2017/18 on behalf of participating rail, Subway and bus operators, enabling North Ayrshire residents to save money when making multi-modal / multi-operator journeys. SPT continues to work with Transport Scotland and public transport operators to deliver further improvements to Smart and Integrated ticketing.

Bus stops & shelters maintenance	Bus compliance
• 880 bus stops • 390 bus shelters • 1210 info cases	• 17 incidents/reports • 12.5 days of monitoring

North Ayrshire adult residents aged 16+ - Satisfaction with public transport
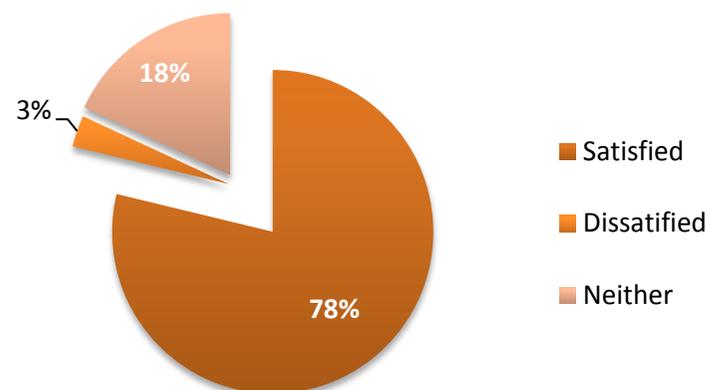
- Satisfied
- Dissatified
- Neither

Figures from Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is adult residents' level of satisfaction with local public transport services. About eight in every 10 North Ayrshire residents (78%) are satisfied with their local public transport services although fewer than two in every 10 residents (17%) are *very* satisfied. A small percentage (3%) are dissatisfied, whilst a large minority - nearly two in every 10 (18%) - are neither satisfied nor dissatisfied. The proportion of North Ayrshire residents who are satisfied is higher than the proportion for the SPT area as a whole (74%).

2.2   Achieving Access for All

SPT supports a range of transport services to improve access for North Ayrshire residents and communities. In 2017/18, SPT supported socially necessary local bus services for North Ayrshire communities with limited commercial bus services, helped older people and people with disabilities living in North Ayrshire to make 25,000 journeys on MyBus services and arranged school day transport services for c. 1,900 children living in North Ayrshire.

In 2017/18 SPT's Travel Card Unit helped ensure that 2,200 North Ayrshire residents who have a disability benefited from the national concessionary fare scheme on local bus services. SPT also continued to administer the Strathclyde Concessionary Fare Scheme on behalf of North Ayrshire Council, which offers reduced fares on rail and Subway services to c. 39,000 eligible North Ayrshire residents.

School Transport monitoring:
- 36 schools visited by inspectors
- 88 schools contract checks
- 32 vehicle quality assurance audits

1 travel point maintained at Brodick in partnership with Visit Scotland.

North Ayrshire adult residents aged 16+ - Convenience of public transport

- Convenient
- Inconvenient
- Neither or No opinion
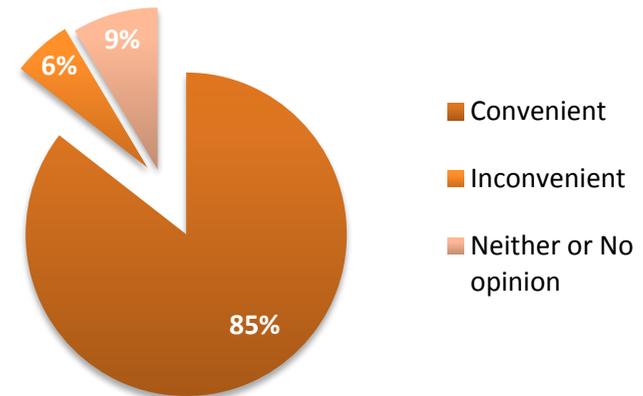
Data from Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is residents' opinions of the convenience of public transport in their local area. More than eight in every 10 North Ayrshire adult residents (85%) feel that local public transport is convenient, although fewer than four in every 10 (39%) feel that it is *very* convenient. A small percentage (6%) of residents feels that public transport is inconvenient. The results are similar to the SPT area, although a higher proportion of residents of the whole of the SPT area find public transport to be very convenient (46% compared to 39%).

2.3 Achieving Reduced Emissions

In 2017/18, North Ayrshire Council delivered 3 projects from Irvine Cycle Friendly Town plan including c. 2.5 km of new or upgraded all ability and multi user paths and additional cycle parking facilities. These projects aim to meet the needs and aspirations of the local community and commuters to improve the overall quality, safety and accessibility of the local path network and National Cycle Network Routes 7 and 73 in the area. These improvements are part of the long term effort to improve health and well-being and reduce the health and environmental impacts of motorised travel by encouraging more active travel for leisure and everyday travel purposes. These projects are also supported and funded by Sustrans and North Ayrshire Council. NAC is also developing an Active Travel Hub in Irvine using funding secured from the European Regional Development Fund (ERDF) Low Carbon Travel and Transport Challenge Fund. The services provided through the Hub will support the realisation of the infrastructure project benefits.

SPT continues to support the regional car sharing scheme, SPT JourneyShare which had 6,200 active members in 2017/18 - a 3% increase on the previous year.

North Ayrshire residents - Main mode of travel
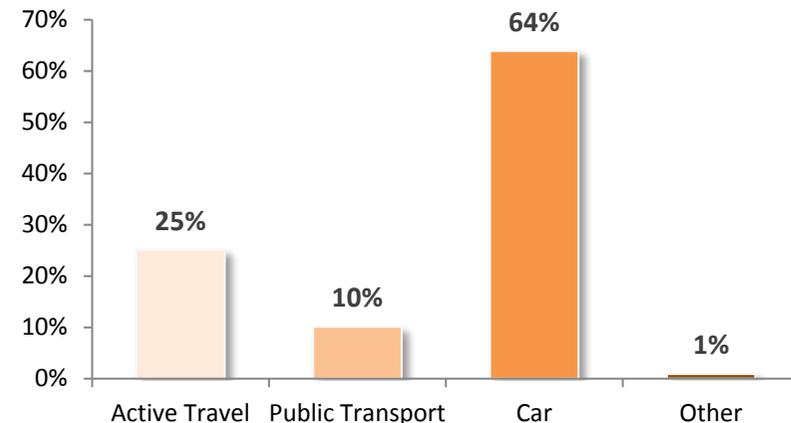
Active Travel: 25%
Public Transport: 10%
Car: 64%
Other: 1%

Figures from Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is the main mode of travel used (by distance) for all journeys. About two in every 3 journeys (64%) made by North Ayrshire residents used a car / van as the main mode either as a driver or passenger, whereas around one in every three journeys (35%) were made by walking, cycling, bus, rail, Subway or tram as the main mode/method of travel.   The results for North Ayrshire are very similar to the whole of the SPT area although public transport is slightly lower and active travel is slightly higher in North Ayrshire compared to SPT area as a whole.

2.4   Achieving Improved Connectivity

SPT supports the Irvine town centre regeneration, led by North Ayrshire Council, and has provided grant funding and technical support for the design and implementation of the Irvine Public Realm project which includes improved bus infrastructure, interchange facilities and pedestrian facilities.   The project supports the wider regeneration efforts to promote the town centre as an attractive and accessible location for visitors, residents and business now and in future.

SPT supports the ambitions of the Ayrshire Growth Deal and will work with North Ayrshire Council to make the case for investment including through the development of the new Regional Transport Strategy.

SPT continues to work with councils, developers and other organisations to ensure that sustainable transport is promoted in the delivery of new development and to reinforce the importance of the integration of transport and land use planning to achieve sustainability and place making objectives.

North Ayrshire residents-
Driver journeys delayed by congestion
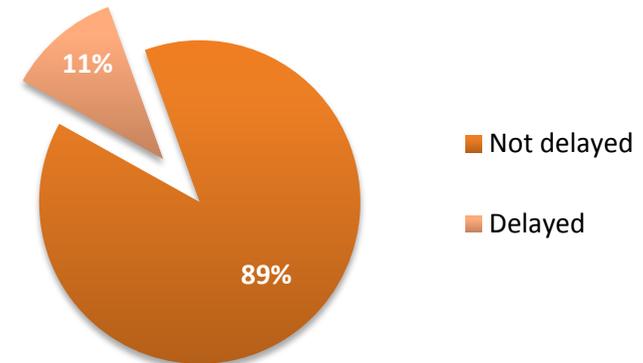
- Not delayed
- Delayed

Figures from Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is the percentage of driver (car or van) journeys that were perceived [by the driver] to be delayed by congestion. About one in every nine driver journeys (11%) made by North Ayrshire residents were delayed due to congestion. This is slightly lower than the SPT area as a whole where one in every seven journeys (14%) were delayed due to congestion.

3   The Year Ahead

3.1   Policy and Strategy

The new Regional Transport Strategy

SPT and partners have begun development of a new RTS to be in place by 2021. The process to develop the new RTS will include engagement with North Ayrshire residents, partners and stakeholders to ensure that the new Strategy has an up-to-date evidence base of the transport-related issues and opportunities for North Ayrshire and supports improved local outcomes. SPT will work with North Ayrshire Council and Ayrshire Roads Alliance to ensure the objectives of the Ayrshire Growth Deal are integrated into the new RTS.

Accessibility Analysis

In the year ahead, SPT will undertake accessibility analysis for North Ayrshire. Accessibility analysis is used to help understand the relative journey times people experience when accessing various trip attractors and opportunities e.g. employment, education, healthcare, leisure, retail and town centres. Journey time analysis can be undertaken for individual mode including car, bus, rail, and walking and cycling. Pertinent issues and outcomes identified in the LOIP and Locality Plans will be incorporated into the analysis as far as practical. The initial reports from this exercise will support engagement with partners and communities on the transport issues and challenges they face when connecting to services and other opportunities. This will assist SPT and partners to develop actions for the new RTS, Locality Plans, Local Transport Strategies and/or other strategies as appropriate.

National Transport Strategy

SPT will continue to promote the needs and aspirations of the west of Scotland communities throughout the development of the new National Transport Strategy and new legislation for planning and transport. For example, SPT represents Scotland's seven Regional Transport Partnerships at the NTS Greener and Healthier Working Group and has put forward policy proposals to improve travel information, local air quality and accessibility.

Planning

SPT will continue to work with NAC and developers to ensure that sustainable transport measures are embedded in the delivery of new development. We will also continue to work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places.

3.2 Capital Projects

SPT is providing capital grant funding of £1,150,000 to North Ayrshire Council in 2018/19. The funding will support a range of transport projects in the local area including the redevelopment of Ardrossan Harbour Interchange, improved infrastructure for bus passengers including at Largs / Cumbrae Ferry, traffic congestion reduction measures in Kilwinning and Irvine, regeneration of Irvine Town Centre, and active travel improvements.

3.3 Transport Services & Infrastructure

SPT will continue to provide, support, administer, maintain and/or monitor a range of transport services and infrastructure for the North Ayrshire area including bus stops, shelters and real time passenger information, bus service compliance monitoring, supported local bus services, MyBus services, schools transport, travel information, ZoneCard, JourneyShare, National Entitlement Card and Strathclyde Concessionary Travel Scheme.

Appendix A Policy Context

SPT is a statutory Community Planning partner and works with North Ayrshire Council and other partners to achieve improved outcomes for residents and communities in North Ayrshire. The Community Empowerment Act (2015) requires CPPs to have a shared Local Outcome Improvement Plan (LOIP) that sets out how outcomes will be improved and inequalities will be reduced in the local area. This section describes the linkages between the Regional Transport Strategy framework and the Inverclyde Alliance's LOIP and the direct and indirect roles that transport can play in achieving a more equal and improved quality of life for all residents, vibrant and healthy communities, and a more inclusive and sustainable economy.

The Regional Transport Strategy - Strategic Priorities and Outcomes

A Catalyst for Change: The Regional Transport Strategy for the west of Scotland was approved in 2008 with a vision of a word class sustainable transport system that supports an improved quality of life for all. The RTS has 8 strategic priorities for improvements to transport which seek to achieve the Strategy's four key outcomes for residents, visitors and business in the SPT area - Attractive, Seamless Reliable Travel, Access for All, Reduced Emissions and Improved Connectivity.

Table A-1: Regional Transport Strategy priorities and outcomes

RTS Strategic Priority	RTS Outcome
Planning and providing a 'step change' for bus	**Attractive, Seamless Reliable Travel** - a modernised, integrated public transport network with high quality, fast and reliable services is essential to keeping and attracting new passengers and ensuring those dependent upon public transport have a range of good quality travel options, whilst also promoting the region as a desirable place to invest, live, work and visit.
Modernising the Subway	
Improving the customer experience	
Improving access to services and facilities	**Access for All** - a transport network that enables everyone to undertake the activities that form our everyday lives. Tackling accessibility barriers is essential to improving quality of life and furthering social inclusion objectives by helping people get to the places they want and need to travel.
Promoting equality of access to the transport network	

RTS Strategic Priority	RTS Outcome
Encouraging more sustainable travel	**Reduced Emissions** - a healthier population and environment achieved through an improved range and choice of sustainable travel options to encourage individuals to make more trips by walking, cycling and public transport and through supporting cleaner technologies and fuels
Delivering an integrated, optimal strategic transport network	**Improved Connectivity** - an efficient transport network with reliable journey times and integrated effectively with land uses to connect markets more sustainably and efficiently and improve quality of life.
Promoting sustainable development	

North Ayrshire Local Outcomes Improvement Plan

North Ayrshire Community Planning Partnership LOIP 2017 – 2022,[1] sets out the 2 cross-cutting themes and 4 priority areas to tackle inequalities and promote equality, build stronger communities, tackle issues early and improve quality of life for North Ayrshire residents. Table A-2 summarises the LOIP priority areas and outcomes.

Table A-2: North Ayrshire CPP LOIP priority areas and outcomes (continued on next page)

Priority Areas	LOIP Outcomes
A Working North Ayrshire	• Investment - An area with a high level of investment in businesses, people, infrastructure and other assets • Innovation - An economy where there are high levels of research and development activity and entrepreneurship • Internationalisation - An economy where there are large numbers of businesses trading internationally and new companies located in the area • Inclusive Growth - An area where all sections of the community aspire to achieve and benefit significantly from economic growth

Priority Areas	LOIP Outcomes
A Healthier North Ayrshire	• We will tackle inequalities. • We will engage with communities. • We will bring services together. • We will focus on prevention and early intervention. • We will support improved mental health and wellbeing
A Safer North Ayrshire	• We will reduce levels of crime and anti-social behaviour and increase detection rates. • We will reduce reoffending. • We will reduce the harmful effects of drugs and alcohol. • We will reduce levels of domestic abuse and give a higher level of support to victims. • We have improved the life chances for children, young people and families at risk. • We will improve road safety. • We will improve fire safety. • We will reduce fear of crime and anti-social behaviour. • We will increase the number of people engaging in community activities and Volunteering.
A Thriving North Ayrshire - Children and Young People	• We will improve how you engage with school. • We will help you to be physically active and be at a healthy weight. • We will prevent smoking, drinking and taking substances at an early age. • We will support your social and emotional development.

RTS and LOIP Linkages

Linking the RTS and LOIP is an initial step towards understanding the role of transport in supporting the achievement of the local outcomes for North Ayrshire.   Figure A-1 shows the linkages including the rationale. The LOIP outcomes will be incorporated into the work to develop the next Regional Transport Strategy, which will result in a new set of regional outcomes.

Figure A-1: RTS and LOIP linkages (continues over next page)

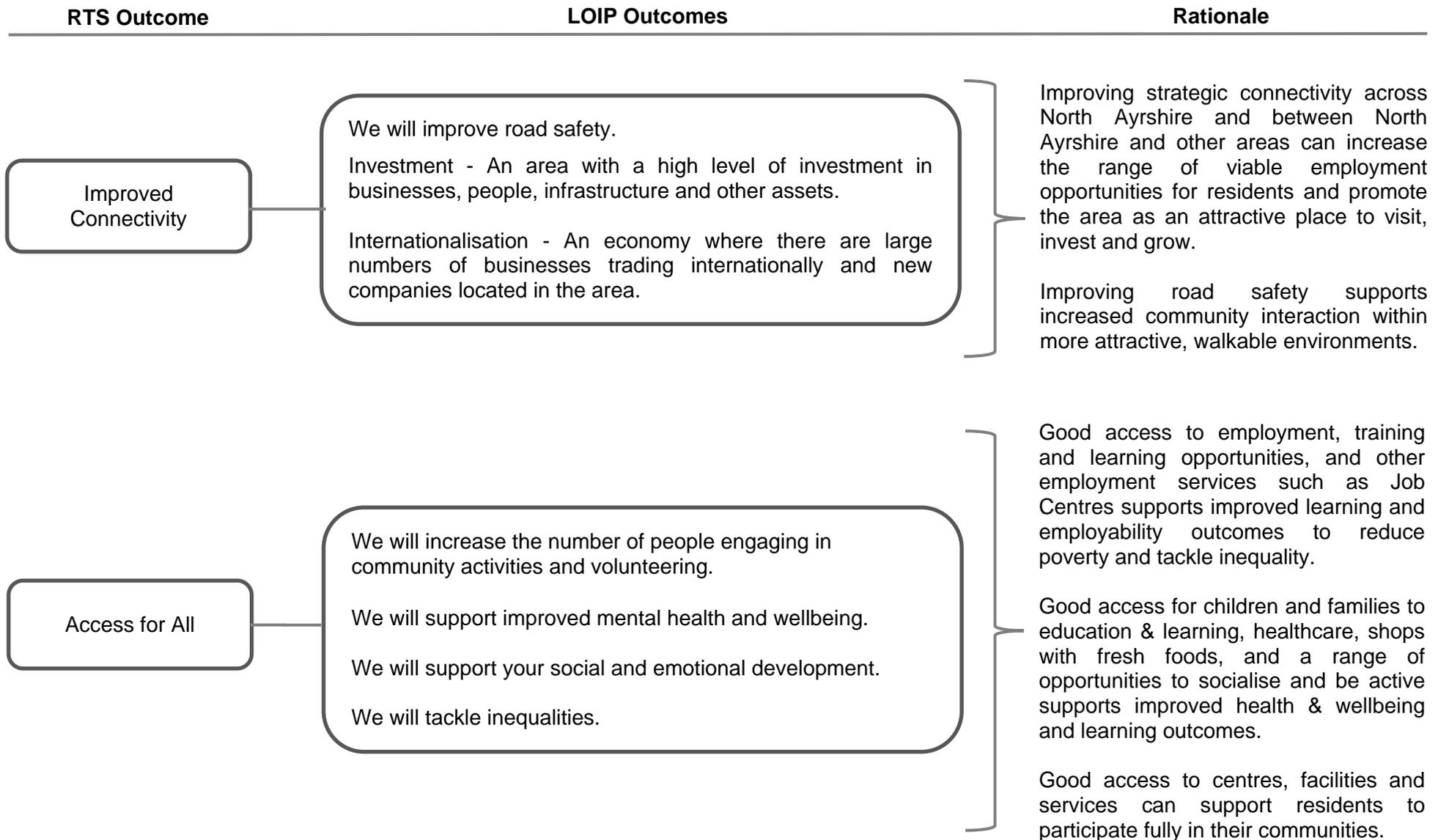| RTS Outcome	LOIP Outcomes	Rationale
Reduced Emissions	We will support improved mental health and wellbeing. We will help you to be physically active and be at a healthy weight. We will improve road safety.	Increasing activity levels including through more walking and cycling can support improved physical and mental health & wellbeing outcomes. Improving walking & cycling infrastructure and routes can improve opportunities to incorporate regular physical activity into everyday life, encourage social interaction and improve road safety for pedestrians and cyclists.
Attractive Seamless Reliable Travel	Investment - An area with a high level of investment in businesses, people, infrastructure and other assets. Inclusive Growth - An area where all sections of the community aspire to achieve and benefit significantly from economic growth	High quality public transport services and active travel infrastructure can improve access to town centres, reduce car-dominated environments & promote centres as places to visit and invest. Reliable and accessible transport services and high quality travel information support residents to get to work, training or education opportunities.

RTS Outcome	LOIP Outcomes	Rationale

Improved Connectivity

We will improve road safety.

Investment - An area with a high level of investment in businesses, people, infrastructure and other assets.

Internationalisation - An economy where there are large numbers of businesses trading internationally and new companies located in the area.

Improving strategic connectivity across North Ayrshire and between North Ayrshire and other areas can increase the range of viable employment opportunities for residents and promote the area as an attractive place to visit, invest and grow.

Improving road safety supports increased community interaction within more attractive, walkable environments.

Access for All

We will increase the number of people engaging in community activities and volunteering.

We will support improved mental health and wellbeing.

We will support your social and emotional development.

We will tackle inequalities.

Good access to employment, training and learning opportunities, and other employment services such as Job Centres supports improved learning and employability outcomes to reduce poverty and tackle inequality.

Good access for children and families to education & learning, healthcare, shops with fresh foods, and a range of opportunities to socialise and be active supports improved health & wellbeing and learning outcomes.

Good access to centres, facilities and services can support residents to participate fully in their communities.
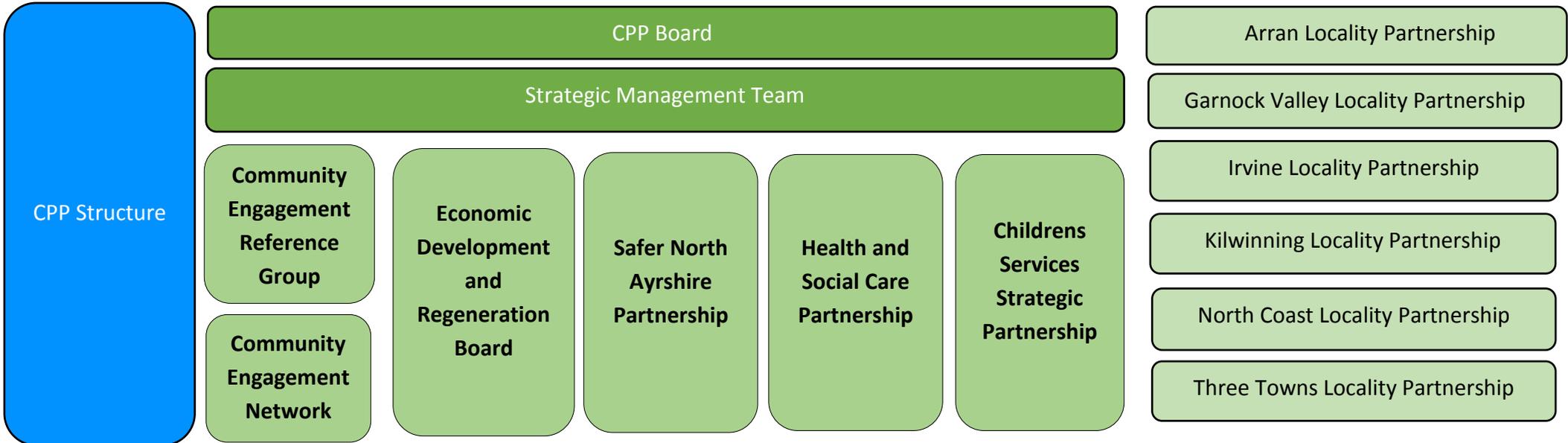
[1] http://northayrshire-community.wordpress.nexuswebdesign.co.uk/wp-content/uploads/sites/60/2017/09/170929-LOIP-MR-changes.pdf

North Ayrshire Local Outcomes Improvement Plan 2017 - 2022

CPP Structure

CPP Board

Strategic Management Team

- Community Engagement Reference Group
- Community Engagement Network
- Economic Development and Regeneration Board
- Safer North Ayrshire Partnership
- Health and Social Care Partnership
- Childrens Services Strategic Partnership

- Arran Locality Partnership
- Garnock Valley Locality Partnership
- Irvine Locality Partnership
- Kilwinning Locality Partnership
- North Coast Locality Partnership
- Three Towns Locality Partnership

Overarching themes:

Strengthening local communities

Prevention

Priority:

Our ambition:

A Working North Ayrshire

To have created the most improved economy in Scotland by 2026

A Healthier North Ayrshire

All people who live in North Ayrshire are able to have a safe, healthy and active life.

A Safer North Ayrshire

North Ayrshire is a safer place to live, residents feel safer and communities are empowered.

A Thriving North Ayrshire

We want you to have the best start in life and for North Ayrshire to be the best place in Scotland to grow up.

North Ayrshire Community Planning Partnership
Terms of Reference

November 2018

Section 2: Strategic Management Team

a. Remit
- To support the achievement of 'North Ayrshire – A Better Life'.
- To receive instruction from the CPP Board.
- To task the Strategic Partnerships and scrutinise their performance.
- To scrutinise the implementation of the Local Outcomes Improvement Plan (LOIP).
- To support the development and monitor the implementation of partnership strategies and action plans within the context of the LOIP.
- To solve problems and resolve issues raised by the Strategic Partnerships and Locality Partnerships.
- To scrutinise the use of resources and implement joint resourcing approaches
- To champion partnership working and lead by example.
- To ensure effective community engagement is at the heart of community planning.
- To support the implementation of the Locality Approach.
- To promote measures to build community capacity.
- To shift focus and resources to preventative and early intervention approaches.

b. Membership
- The membership reflects the CPP's shared priorities
- Strategic Management Team members are representatives with sufficient knowledge and influence to take forward the CPP Strategic Management Team's remit.
- The Chair will rotate on an annual basis
- The Strategic Management Team members are:

North Ayrshire Council
NHS Ayrshire and Arran
Police Scotland
Scottish Fire and Rescue
Third Sector Interface
Scottish Enterprise
KA Leisure
Ayrshire College

c. Frequency of meetings
- The CPP Strategic Management Team will meet 6-weekly.
- The Chair may at any time convene additional meetings.

d. Reporting arrangements
- To report to the CPP Board as appropriate.