

## **EAST AYRSHIRE COUNCIL**

**CABINET – 20 APRIL 2011**

### **KILMARNOCK, KILMAURS AND DUNLOP RAIL PARK & RIDE STUDY**

#### **Report by the Depute Chief Executive/Executive Director of Neighbourhood Services**

#### **1. PURPOSE OF REPORT**

- 1.1** The purpose of this report is to inform Cabinet of the feasibility study that has been carried out to consider the demand for Park & Ride car parks at Kilmarnock, Kilmaurs and Dunlop rail stations and to consider options for meeting the future demand.

#### **2. BACKGROUND**

- 2.1** The East Ayrshire Local Transport Strategy 2009 - 2014 includes a section dedicated to Park & Ride. The Strategy outlines the benefits of facilities enabling customers to leave their vehicles in a car park and transfer to bus or rail. In recognition of rail service improvements, the LTS notes that East Ayrshire Council, in partnership with SPT and Network Rail, proposes to assess parking demand at Kilmarnock, Kilmaurs and Dunlop Stations and examine the feasibility of expanding the parking supply, as required.
- 2.2** East Ayrshire Council commissioned a feasibility study to review and address, as necessary, park & ride demand at the three rail stations. This report summarises the findings.
- 2.3** The study considered if the capacity of the existing Park & Ride car parks are adequate to accommodate current and future demand. Where a shortfall in capacity has been identified, options have been identified to cater for future demand.
- 2.4** From December 2009, a revised train timetable was introduced between Kilmarnock and Glasgow which provides more regular trains throughout the day. The Kilmarnock to Glasgow corridor continues to exhibit strong commuting demand. The latest figures provided by Transport Scotland indicate that patronage has increased by around 30% since the introduction of the half hourly timetable in December 2009 (Appendix A). Car parks at Kilmarnock and Kilmaurs stations are regularly reported to be full.
- 2.5** Stewarton rail station has already been selected for Park & Ride improvements. The construction of a new 67 space car park is due to commence shortly, when the contractor has obtained all of the necessary approvals from Network Rail.

### **3. METHODOLOGY**

- 3.1** The study methodology included site visits, consultation with key stakeholders, forecasts of future parking requirements and the development and assessment of options.

### **4. PARKING DEMAND FINDINGS**

- 4.1** Parking surveys and site observations have indicated that current demand for parking at Kilmaurs Station exceeds the capacity of 24 spaces, with consequent on-street parking in the surrounding residential area.
- 4.2** Kilmarnock and Dunlop station car parks are well used but not typically filled to capacity at present.
- 4.3** At Kilmarnock, up to 90% of the 96 available public parking spaces are occupied during the working day, leaving around 6 spaces available. At this level of usage, car parks can appear full, deterring drivers from trying to find a space.
- 4.4** At Dunlop, the maximum observed occupancy during the working day was 16 out of the 18 available spaces.

### **5. CONSULTATION**

- 5.1** Consultation was undertaken with Transport Scotland, Strathclyde Partnership for Transport, First ScotRail and Network Rail on the provision of park and ride facilities in East Ayrshire. The consultees agreed that, of the potential new Park & Ride facilities considered, Kilmaurs station would provide early benefits from capacity enhancements because:-

- The existing car park is operating at capacity during weekdays and there is overspill parking on the surrounding streets;
- Farm land adjacent to the station may provide an opportunity to extend the existing car park; and
- Kilmaurs station provides an opportunity to capture trips from North-West Kilmarnock including future residential development sites included in the East Ayrshire Local Plan.

### **6 PROPOSALS**

- 6.1** A number of options for improved Park & Ride facilities at Kilmarnock, Kilmaurs and Dunlop stations were developed and assessed against project and wider transport objectives. Each option was considered for its potential to address demand in the short term to 2012, the medium term to 2017 and long term after 2017 (Appendix B to D).

## **Short Term Proposals**

**6.2** In the short term, two options were assessed as being worthy of being taken forward, these were to:

- Extend the existing car park at Kilmaurs by approximately 30 spaces (potential exists to expand further if and when demand requires); and
- Reorganise the available parking spaces at Kilmarnock station to convert 5 unoccupied rail staff spaces into public spaces and provide variable message signs to advise drivers of the number of free spaces in advance.

## **Medium Term Proposals**

**6.3** In the medium term, three options were assessed as worthy of being taken forward, these were to:

- Extend Kilmarnock station car park by 12 spaces;
- Re-designate the Portland Street car park as Park & Ride and provide enhanced pedestrian links between the car park, the station and the town centre. This would provide a significant increase in Park & Ride parking spaces associated with Kilmarnock station;
- Enhance the pedestrian linkages to the station platforms and town centre.

## **Long Term Proposals**

**6.4** Longer term proposals will depend on the continuing growth in demand for Park & Ride facilities. One such proposal could include the provision of additional Park & Ride capacity at Dunlop station subject to Park & Ride demand and the availability of land. The operation of the car park at Dunlop station will be monitored and any capacity enhancements will be the subject of a future report to Cabinet.

## **7. IMPLEMENTATION STRATEGY**

**7.1** The proposed extension of the Kilmaurs park and ride car park is a Category 2 scheme in the Strathclyde Partnership for Transport Draft Three Year Capital Programme 2011-12 to 2013-14. A Category 2 scheme is high in SPT's programme, but funds have not been allocated to the scheme in 2011-12.

**7.2** It is proposed that the Head of Roads and Transportation:

- Contacts SPT to raise the scheme to Category 1 to allow the design and acquisition of land needed for the scheme to proceed in 2011-12;
- Make an early bid to SPT for a financial contribution towards the short, medium and longer term Park & Ride proposals for Kilmarnock station, which will contribute to the 'Make it Kilmarnock' development initiative;
- Seek future funding from SPT for enhancements to Dunlop station car park when required to accommodate future demand.

## **8 FINANCIAL IMPLICATIONS**

- 8.1** The costs of design and scheme development will be met by funding bids to SPT. However, given that the housing developer at site 305H is required to provide a Park & Ride facility for Kilmaurs Rail Station as part of their development, there is potential to recoup any investment made by SPT through any planning consent granted for housing development.

## **9 LEGAL IMPLICATIONS**

- 9.1** None.

## **10 PERSONNEL IMPLICATIONS**

- 10.1** None.

## **11 POLICY IMPLICATIONS**

- 11.1** The agreed SPT / East Ayrshire Council Transport Outcomes Report describes Park & Ride improvements at Kilmarnock, Dunlop and Kilmaurs stations.
- 11.2** The promotion of new and enhanced facilities at Kilmarnock, Kilmaurs and Stewarton is in accordance with the adopted Local Plan and the Local transport Strategy. The promotion of Park & Ride at Kilmarnock and Kilmaurs is also specifically supported within the Ayrshire Joint Structure Plan (2007).

## **12. COMMUNITY PLAN IMPLICATIONS**

- 12.1** Developing Park & Ride for the future contributes to the Community Plan's Delivering Community Regeneration Workstream 5.1 'Public transport solutions to promote economic growth'.

## **13. RISK MANAGEMENT IMPLICATIONS**

- 13.1** Failure to expand the Kilmarnock to Glasgow rail corridor's Park & Ride capacity in East Ayrshire would not make the best use of the recent investment in improved commuter train capacity and would result in more indiscriminate commuter parking on residential streets.

## **14 EQUALITY IMPLICATIONS**

- 14.1** An assessment of the scheme for relevance to equality has been undertaken and it has been identified that a full Equality Impact Assessment is not required. However, the appropriate number of disabled parking spaces will be provided in any new or expanded car park facility.

## **15 RECOMMENDATIONS**

- 15.1** It is recommended that Cabinet:

- (i) Agrees the proposed Rail Park & Ride Car Park Strategy for Kilmarnock and Kilmaurs stations;
- (ii) Agrees that subject to the availability of funding from SPT, the Head of Roads and Transportation shall initiate negotiations for the land acquisitions and planning agreements needed to construct the short and medium term proposals set out in 6 above;
- (iii) Agrees that the Head of Roads & Transportation should seek funding to facilitate the implementation strategy set out in 7 above; and
- (iv) Otherwise note the content of this report.

**Elizabeth Morton**

**Depute Chief Executive/Executive Director of Neighbourhood Services**

**31 March 2011**

**JB/KC**

### **BACKGROUND PAPERS**

SPT Transport Outcomes Report 2010-11  
East Ayrshire Council Local Transport Strategy 2009 - 2014  
East Ayrshire Council Local Plan 2010  
Kilmarnock, Kilmaurs and Dunlop Rail Park and Ride Study

### **LIST OF APPENDICES**

Appendix A - Rail patronage before and after introduction of half hourly service in December 2009

Appendix B – Option for at-grade extension to Kilmaurs station car park

Appendix C - Options for at-grade extensions to existing Kilmarnock station car park

Appendix D - Option for re-designated Portland Street car park

For further information on the contents of this report please contact Kerr Chalmers on 01563 576310.

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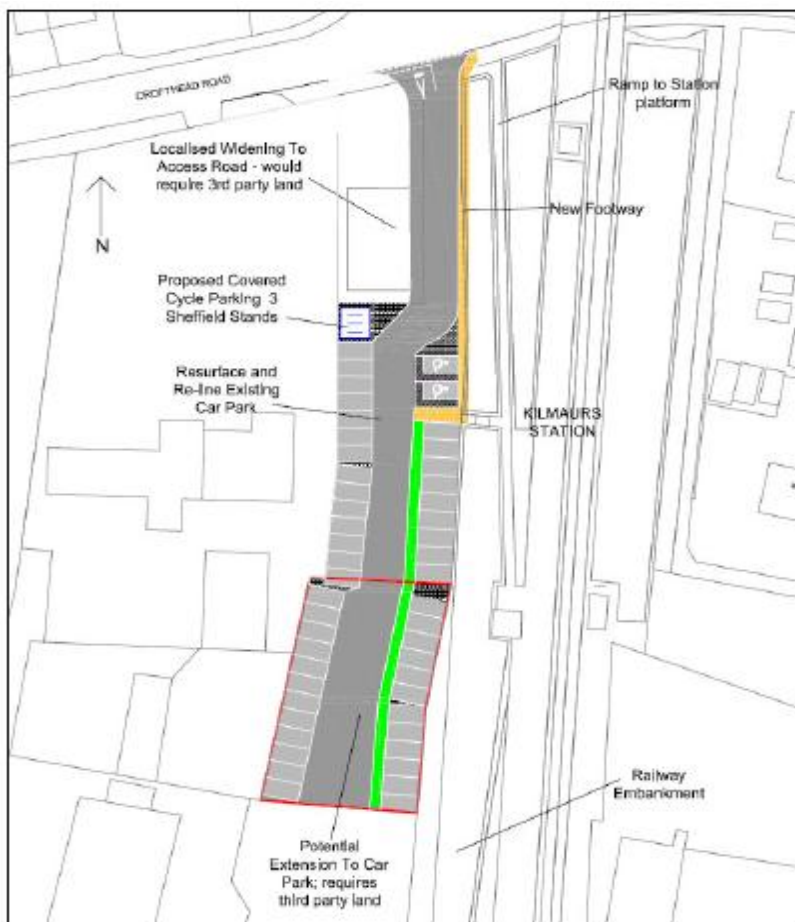
## Appendix A

Rail patronage before and after introduction of half hourly service in December 2009

Station	48 weeks (10/01/10 to 11/12/10)	Equivalent 48 weeks 2009	Variance	% Variance
Dunlop	78,208	61,101	17,107	28%
Kilmarnock	429,413	320,988	108,425	34%
Kilmaurs	79,928	64,528	15,400	24%
Stewarton	229,637	178,857	50,780	28%

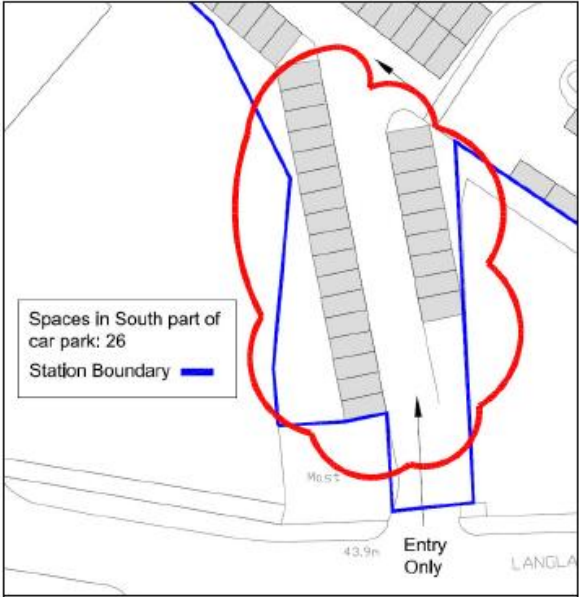
## Appendix B

Option for at-grade extension to Kilmaurs station car park

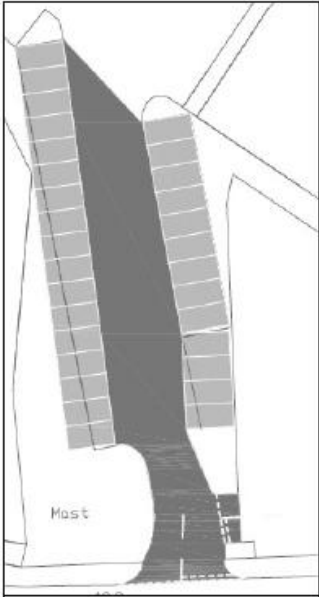


Appendix C

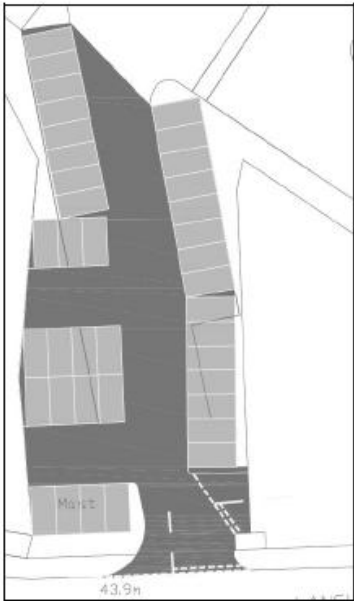
Options for at-grade extensions to existing Kilmarnock station car park



Existing Car Park (south)



Option 1



Option 2

Appendix D

Option for re-designated Portland Street car park

