

# EAST AYRSHIRE COUNCIL

## CABINET – 27 AUGUST 2008

### LOCAL TRANSPORT STRATEGY CONSULTATION

#### Report by Executive Director of Neighbourhood Services

#### 1. PURPOSE OF REPORT

1.1 The purpose of the report is to:-

- (i) inform Cabinet of the process adopted for consultation on the Draft East Ayrshire Local Transport Strategy (LTS), during the six-week period from 19 May to 27 June 2008;
- (ii) summarise the results of the Consultation and proposed amendments to the Draft LTS;
- (iii) seek Cabinet approval for a members' seminar to be held in the Autumn.

#### 2. BACKGROUND

2.1 The LTS document sets out a longer-term strategic vision and objectives, along with proposals for a five-year action plan. The document will be used to guide the actions and priorities of East Ayrshire Council. It will also be used to influence the actions of a range of partner organisations who also deliver aspects of transport within East Ayrshire and the surrounding region.

2.2 The new LTS 2008 to 2013 will:

- Replace the previous LTS produced in 2001;
- Provide the guideline for the implementation, monitoring and review of East Ayrshire Council's transport actions – including the future development, management, and maintenance of the area's transport services, facilities and networks;
- Guide partnership working and influence the allocation of resources and funding;
- Set out where the LTS complements and support other strategies aimed at achieving common goals;
- Support the policies and aims of the Strathclyde Partnership for Transport (SPT) Regional Transport Strategy (RTS) (April 2008);
- Support the policies and aims of Scotland's National Transport Strategy (NTS) (Scottish Executive, 2006); and
- Support the policies and aims of the Ayrshire Joint Structure Plan (Ayrshire Joint Structure Plan Committee, 2007) and the Council's Local Plan (2007).

- 2.3 The LTS is being developed in line with Scottish Government Guidance, and follows the completion of SPT's Regional Transport Strategy, and the Scottish Executive's National Transport Strategy.

### 3. CONSULTATION METHODOLOGY

- 3.1 During the six week period from 19 May 2007 to 27 June 2007, East Ayrshire Council undertook a process of consultation on its Consultative Draft LTS. The consultation exercise allowed local communities and other interested parties to specifically comment on the:

- Vision and objectives for the LTS;
- Proposals and policies contained within the LTS; and
- Details within the five-year Action Plan.

- 3.2 **Public Exhibitions:** Exhibitions were held at nineteen locations across East Ayrshire as well as the two mobile libraries, and members of the public were invited to submit feedback on the draft LTS. The exhibitions were advertised on the East Ayrshire Council website and within the local press. Copies of the draft LTS were also available for viewing at Council Offices and at the Dick Institute in Kilmarnock. The exhibition locations are shown in Appendix 1.

- 3.3 The exhibitions were unmanned and were accompanied by two exhibition boards which set out information regarding background to the LTS; key problems and opportunities; priorities for action; details of the consultation; and details of where to get more information.

- 3.4 **Consultation Packs:** Approximately 170 LTS consultation packs were distributed to Council departments and key stakeholder organisations across East Ayrshire, including elected members, community councils, resident associations, tourism and economic groups, education groups, community groups, emergency service providers, and others. The list of those consulted is contained within Appendix B.

- 3.5 **Mobile Libraries:** Copies of the Draft LTS and questionnaires were made available on both of East Ayrshire Council's mobile libraries throughout the six-week consultation period. The mobile libraries visit a variety of areas throughout East Ayrshire including farms, schools, communities not served by a library building, and residential homes and proved a useful facility to ensure the LTS consultation extended to all areas of East Ayrshire.

- 3.6 **Questionnaires:** Consultation questionnaires were distributed to all key stakeholders and made available at all of the exhibition venues, Council Offices, the Dick Institute and on the mobile libraries. The questionnaire was also made available on East Ayrshire Council's website. The questionnaire sought to obtain views on which transportation issues the

- Council should tackle in the future. The questionnaire is attached in Appendix C.
- 3.7 **Community Planning Group:** A presentation of the Draft LTS was made to the East Ayrshire Community Planning Transport Seminar in May 2008 to raise awareness of the proposed measures and initiatives, and to invite comment on the Draft LTS. Comments raised by the Group are being considered in the finalisation of the LTS.
- 3.8 **East Ayrshire Council Seminars:** Four lunchtime seminars were undertaken for the Roads and Transportation and Planning Divisions of the Council. The seminars encouraged feedback and comments raised are being considered in the finalisation of the LTS. A presentation was also given to the Cabinet on 4 June 2008.
- 3.9 **Website and E-mail:** The full suite of consultation documents was made available on a dedicated section of the East Ayrshire Council website, throughout the duration of the six-week consultation period. A dedicated e-mail address was set up to enable the public and others to participate directly in the consultations. Both the website and e-mail addresses were used on all correspondence and other materials relating to the LTS.
- 3.10 **Environmental Report:** An Environmental Report has been developed in order to consider all potential environmental impacts associated with action items in the LTS. Based on the analysis, environmental mitigation measures were developed and proposed, and are listed within the LTS. The Environmental Report was available at all nineteen exhibition locations, Council Offices, the Dick Institute and on the mobile libraries, and was made available on the East Ayrshire Council website, throughout the six-week consultation period. Feedback on the Environmental Report from key stakeholders and the public is being considered in the finalisation of the LTS. Environmental mitigation measures are being further refined with the assistance of stakeholder feedback. The Finalised Local Transport Strategy, the Environmental Report and an Integrated Impact Assessment will be submitted to a future meeting of the Cabinet for approval.

#### **4. CONSULTATION RESPONSES**

- 4.1 61 completed questionnaires were returned, together with 21 additional letters and e-mails. A total of 264 individual written comments were received. All of the consultation comments received are set out in a Background Paper. Appendix D to this report shows those comments where amendments to the Draft LTS are recommended along with the proposed changes.
- 4.2 92% of respondents agreed with the vision of the LTS.

- 4.3 In terms of the LTS objectives, respondents assigned “very important” to the objectives, as follows: Accessibility (80%); Economy (79%); Safety (75%); Integration (54%) and Environment (49%).
- 4.4 Respondents indicated that East Ayrshire Council should ‘do more’ in relation to road maintenance and repair including bridges, structures and footways (80%); improvements to bus services (80%); more and better access to rail stations (72%); and parking management (70%). For other aspects of the transport network, respondents indicated that East Ayrshire Council should ‘carry on as usual’ in relation to flood prevention (57%); winter maintenance (54%); and street lighting (52%). 75% of respondents indicated support for the adoption of targets to reduce car use.
- 4.5 All written responses are being considered in the finalisation of the LTS.
- 4.6 It is proposed to arrange a seminar for members in September or October to consider the Draft Final LTS once the proposed changes outlined in Appendix D have been carried out and a formatted document has been prepared.

## **5. COMMUNITY PLAN IMPLICATIONS**

- 5.1 The LTS objectives for economic growth, accessibility and social inclusion, environment, safety and personal security, and sustainability and integration are consistent with the themes of the Community Plan.

## **6. LEGAL IMPLICATIONS**

- 6.1 Nil.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 The LTS is being developed from existing Council budgets.

## **8. RECOMMENDATIONS**

- 8.1 It is recommended that Cabinet:-
- (i) notes the consultation undertaken in the preparation of the next Local Transport Strategy;
  - (ii) notes the responses received;
  - (iii) agrees the amendments to the draft LTS proposed in the ‘Comments and Proposed Amendments to Draft LTS’ column in Appendix D; and
  - (iv) agrees to a seminar for members in the Autumn and that the Environmental Report, Integrated Impact Assessment and the Finalised LTS will be submitted to a future Cabinet meeting for approval.

William Stafford  
Executive Director of Neighbourhood Services

WS/JB  
18<sup>TH</sup> August 2008

### **BACKGROUND PAPERS**

1. East Ayrshire Council Draft Local Transport Strategy 2008-2013
2. Qualitative Consultation Responses

For further information on this report contact Keith Orton, Acting Chief Engineer,  
Traffic & Transportation , Telephone No. 01563 576310

Implementation Officer: [john.bryson@east-ayrshire.gov.uk](mailto:john.bryson@east-ayrshire.gov.uk)

## **Appendix A – Exhibition Locations**

Auchinleck Library  
Catrine Community Library  
Cumnock - Baird Institute  
Dalmellington Library  
Dalrymple Library  
Darvel - Gavin Hamilton Sports Centre  
Drongan Library  
Galston Community Library  
Hurlford Library  
Kilmarnock (Dick Institute)  
Kilmarnock (Galleon Sports Centre)  
Kilmarnock (Hunter Fitness Suite)  
Kilmaurs Library  
Mauchline Community Library  
Morton Hall, Newmilns  
Muirkirk Games Hall  
New Cumnock Community Learning Centre  
Patna Community Library  
Stewarton Community Library

## Appendix B – Stakeholders Consulted

### External Stakeholder Consultees

AA Motoring Trust  
Asda Stores Retail  
Auchinleck Community Council  
Ayrshire Advanced Motorcyclists  
Ayrshire and Arran Health Board  
Ayrshire Chamber of Commerce  
Ayrshire Joint Structure Plan Committee  
Bellfield Community Council  
Bonnyton Community Council  
B T Transport  
British Horse Society Scotland  
British Motorcyclists Federation  
C.T.C (Ayrshire Section)  
Catrine Community Council  
Cumnock Community Council  
Cumnock Landward (Netherthird & District) Community Council  
Children in Scotland  
Coalfield Community Transport  
Communities Scotland  
Community Safety Forum  
Connect Roads  
COSLA  
Crosshouse Community Council  
Cumnock & Doon Valley Access Panel  
Cycling Scotland  
Dalmellington Community Council  
Dalrymple Community Council  
Darvel & District Community Council  
Department of Transport  
Diageo Scotland Ltd  
Dialogue Youth  
Disability Rights Commission  
Drongan, Rankinston & Stair Community Council  
Dumfries & Galloway Council  
Dunlop & Lugton Community Council  
East Ayrshire Access Panel North District  
East Ayrshire Forum on Disability (South)  
East Renfrewshire Council  
Equality and Human Rights Commission  
Federation of Small Businesses  
Fenwick Community Council  
First Group  
First ScotRail Limited  
Food Partners  
Forestry Commission Scotland  
Freight Transport Association Ltd  
Friends of the Earth Scotland  
Galston Community Council  
Gatehead Community Council  
Glacier Vandervell  
Grange/Howard Community Council  
HBOS Financial Services  
Healthy Environment Network  
Help the Aged  
Homes for Scotland

Hurlford and Crookedholm Community Council  
Inclusion Scotland  
Institution of Civil Engineers  
Keenan of Ayr Coach Travel  
Kilmarnock College  
Kilmarnock Retail Traders Association  
Kilmaurs Community Council  
Land Engineering  
Liddel's Coaches  
Living Streets  
Lugar & Logan Community Council  
MacEwan's Coach Service  
MAG UK  
Marbill Coach Services Ltd  
Mauchline Community Council  
Milligan's Coach Travel Ltd  
Mobility and Access Committee for Scotland  
Morrisons  
Moscow & Waterside Community Council  
Motorcycle Action Group  
Muirkirk Community Council  
National Federation of Bus Users  
National Services Scotland  
National Trust for Scotland  
Network Rail  
New Cumnock Community Council  
New Farm Loch Community Council  
Newmilns & Greenholm Community Council  
North Ayrshire Council  
Ochiltree Community Council  
Opencast Coal Liaison Group  
Patna Community Council  
Piersland-Bentinck Community Council  
RAC Foundation for Motorways  
Ramblers' Association Scotland  
Road Haulage Association  
Road Safety Scotland  
RoSPA  
Rowe & Tudhope Coaches  
Royal Mail  
Royal Town Planning Institute in Scotland  
Scottish Accessible Transport Alliance  
Scottish Accident Prevention Council  
Scottish Ambulance Service  
Scottish Association for Public Transport  
Scottish Chamber of Commerce  
Scottish Coal  
Scottish Consumer Council  
Scottish Council for Development and Industry  
Scottish Disability Equality Forum  
Scottish Enterprise Ayrshire  
Scottish Environment Link  
Scottish Gas Networks Ltd  
Scottish Renewables  
Scottish Right of Way and Access Society  
Scottish Rural Property and Business Association  
Scottish Taxi Federation  
Scottish Trunk Roads  
Scottish Water  
Shuttlebuses  
Smith's Coaches

Sorn Community Council  
South Ayrshire Council  
South Lanarkshire Council  
Southcraigs-Dean Community Council  
SP Power Systems  
Stagecoach Western Buses & A1 Service  
Stewarton and District Community Council  
Stoddard International  
Strathclyde Fire & Rescue  
Strathclyde Partnership for Transport  
Strathclyde Police  
Sustainable Development Commission  
SUSTRANS Scotland  
Tesco  
The Chartered Institute of Logistics and Transport UK  
The Institute of Highways and Transportation  
The National Union of Rail, Maritime and Transport Workers  
The Road Haulage Association Ltd  
TRANSform Scotland  
Transport 2000  
Visit Scotland  
Visit Scotland (Ayrshire & Arran)  
Visual Impairment Ayrshire  
West of Scotland Seniors Forum

**Internal Stakeholder Consultees**

Community Planning and Partnership  
Corporate Support  
Educational and Social Services  
Eliminating Poverty Theme Group Environment and Regeneration  
Finance and Asset Management  
Improving Community Safety Theme Group  
Improving Health Theme Group  
Improving Opportunities Theme Group  
Neighbourhood Services  
Planning and Economic Development  
Promoting Community Learning Theme Group

**All 32 EAC Elected Members**

**Appendix C – Consultation Questionnaire**  
**East Ayrshire Council**  
**Local Transport Strategy 2008-2013**  
**Consultative Draft**

**TELL US WHAT YOU THINK**

We have prepared the following questionnaire in order to assist in your consideration of the draft East Ayrshire Council Local Transport Strategy (LTS). You need not answer all questions if you do not wish to, and additional comments may also be submitted.

The reason for carrying out this consultation exercise is to ensure that the East Ayrshire LTS reflects the views of East Ayrshire residents and stakeholders.

The results of this consultation process will be published in a separate consultation document, and reported to East Ayrshire Council, and will include details of who has responded, unless respondents specifically ask not to be named. Similarly, in reporting the details of consultation outcomes comments may be attributed to specific organisations / individuals, unless respondents specifically ask for comments to be non-attributable.

The Final LTS will not refer to individual or groups of respondents although their comments may be utilised.

East Ayrshire Council is subject to the provisions of the Freedom of Information (Scotland) 2002 Act and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation process.

**Please provide the following details:**

Name \_\_\_\_\_

Organisation: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Contact No/Email: \_\_\_\_\_

Please return completed questionnaires, **on or before 27<sup>th</sup> June 2008**, to LTS Feedback, The Head of Roads & Transportation, Council Offices, Greenholm Street, Kilmarnock , KA1 4DJ.

**Feedback Form Questionnaire:**

**1. Do you agree with the following consultative vision for transport in East Ayrshire?**

*"To promote sustainable transport, accessibility and opportunities to maximise the economic potential of East Ayrshire and to improve the quality of life and safety of all its residents"*

Yes    No    Don't Know  
       

If NO, please tell us why?

.....  
 .....

**2. How important do you think the following consultative draft objectives for transport are in East Ayrshire, for the period 2008-13 and beyond? (For each statement please circle 1 = Not at all important, and 5 = Very Important)**

To promote the development of the local economy and enhance social and economic activity by being consistent with the principle of sustainable development and meet the need for efficient local, regional, national and international transport links into and out of East Ayrshire.

1    2    3    4    5

To promote social inclusion by improving accessibility to employment opportunities, education, retail and leisure facilities and to hospitals, clinics, surgeries and other places where a health service is provided.

1    2    3    4    5

To improve, conserve and enhance the natural, historic and built environment, and contribute to a healthier lifestyle by facilitating the provision and use of sustainable modes of transport and reduce emissions to air by reducing car dependency, particularly in urban areas.

1    2    3    4    5

To improve public safety, including road safety and the safety of users of the transport network within East Ayrshire.

1    2    3    4    5

To encourage the integration of transport modes to promote greater use of public transport and other sustainable modes of transport.

1    2    3    4    5

Other areas have shown that it is possible to increase the number of people using sustainable or “green” forms of transport such as walking, bicycles, buses and trains, and reduce the number using cars.

3. Do you think we should have targets to reduce car use, particularly for journeys to work? Please tick ONE box.

Yes

No



If NO, why not?.....

4. The Council already undertakes many activities to manage and improve transport in East Ayrshire. What do you think we should do about the following areas of transport? Please tick ONE box for each option

	Carry on as usual	Do less	Do more	No opinion
Improving transportation and land use planning (e.g. transport modelling, Travel Plans, accessibility analysis, developing parking standards)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving facilities for pedestrians (e.g. footpaths, crossings and pedestrian areas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving facilities for cyclists (e.g. lockers, cycle lanes and off-road routes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety & security measures (e.g. road accident prevention, CCTV in town centres)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town centre measures (e.g. reduction of litter, provision of street furniture, parking strategies)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managing car parking (e.g. parking availability, reducing commuter parking in residential areas, school gate parking controls)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Carry on as usual	Do less	Do more	No opinion
Improvements for freight (e.g. sustainable freight transport by rail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural route measures (e.g. road improvement and upgrade schemes, rural speed limits)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improvements in bus services (e.g. support bus operators to serve more places and maintain bus fares)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport interchanges (e.g. information and quality of waiting areas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Travel information (e.g. timetables)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More and better access to train stations (e.g. dedicated buses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving access to socially deprived areas (e.g. more supported bus services)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managing taxis operation and community services (e.g. taxi ranks and dial-a-ride)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Managing school travel and young people (e.g. school buses, cycle proficiency training, walking and cycling routes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving facilities for motorcycles (e.g. motorcycle parking and training)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road maintenance and repair, including bridges, structures and footways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving urban infrastructure (e.g. roundabouts and signals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving winter maintenance (e.g. gritting and snow clearing)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving flood prevention	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any comments on the actions proposed?

.....

.....

.....

.....

.....

5. When you think about improving transport in East Ayrshire, are there any other issues that you think should be included in the strategy?

.....

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.....

.....

.....

**Personal or Organisation Information:**

Your contribution is valuable to us. It would be useful if you could provide some personal/organisation information about yourself for monitoring purposes:

Are you responding as a member of the public or on behalf of an organisation?

-----Members of the public only-----

Gender: Male  Female

Age (Years):  0-16  17-25  26-65  65+

Are you registered disabled?  Yes  No

Are you a blue/orange badge holder?  Yes  No

Does your household own a car?  Yes  No

How do you normally travel to work or study (main part of your journey)?

Walk     Cycle     Bus     Train     Car Passenger     Car Driver     Home Worker

Don't Work/study

Other  please state: .....

Please return completed questionnaire, **on or before 27<sup>th</sup> June 2008**, to:

LTS Feedback  
The Head of Roads & Transportation  
Council Offices  
Greenholm Street  
Kilmarnock  
KA1 4DJ

By email: [LTS@east-ayrshire.gov.uk](mailto:LTS@east-ayrshire.gov.uk)

Thank you for your help.

Additional space for comments:

**Appendix D: Qualitative Consultation Responses**  
**East Ayrshire Council Local Transport Strategy 2008-2013**

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
2	Ayrshire Advanced Motorcyclists	No - re: targets to reduce car use. To develop an infrastructure to satisfy car users and get them to swap to public transport is unlikely to be successful.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
4		No - re: targets to reduce car use. Outlying area.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
6	Road Haulage Association (Scotland)	We welcome the inclusion of freight sections in the LTS. Fully support the proposal to reduce congestion and welcome the action to set up a register of Roadworks. Measures to transfer freight from road to rail are welcomed but Council should note well over 70% of goods will still come by road.	Whilst the Council recognises the benefits of achieving modal shift, it also recognises that provision requires to be made for freight transport which will be transported, at least for part of its journey, by road and which cannot be transferred to other modes. It is proposed that two further Action Plan items are included within the Final LTS: (1) Promote and support improved transport links to ports and harbours in, and in vicinity of, Ayrshire (to support the SPT RTS). (2) Provide for the needs of essential road-based freight transport. The LTS Executive Summary and main text to be updated accordingly.
9	Chubb Fire	Targets [to reduce car use] are no use without public transport infrastructure in place first.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed to update the Final LTS to include simple targets to reduce the growth in traffic levels within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
12	Freight Transport Association	Only mention of freight is in relation to modal shift. Access for goods vehicles, both urban and rural, is just as important as any of the other policies mentioned. All goods journeys, whether by sea, air or rail, involve a goods vehicle.	Whilst the Council recognises the benefits of achieving modal shift, it also recognises that provision remains to be made for freight transport which will be transported, at least for part of its journey, by road and which cannot be transferred to other modes. As such, the LTS contains Action Plan items which recognise this issue. For example, the Council will continue to ensure that traffic management schemes provide for freight distribution and deliveries (FRT 04) (including by road); and will give consideration to establishing Freight Quality Partnerships with operators (FRT 05). It is proposed that two further Action Plan items are included within the Final LTS: (1) Promote and support improved transport links to ports and harbours in, and in vicinity of, Ayrshire (to support the SPT RTS). (2) Provide for the needs of essential road-based freight transport. The Action Plans to improve strategic corridors will also improve levels of service for essential service vehicles.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
15	N/A	Road maintenance and repair should be treated as a priority.	The LTS recognises the importance of road maintenance and repair, and the Final LTS will include further commentary on this important issue. The Final LTS will set out in some detail the argument for additional funding to be provided to address the backlog in road maintenance, at the same time recognising the need to strengthen the case by preparing an Asset Management Plan. A target is to establish a long term prioritised programme of work and to reduce deterioration of the network.
16	East Ayrshire Councillor	No - re: targets to reduce car use. Should be co-ordinated with large local employers	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
21	East Ayrshire Council	Thank you for a copy of the Draft Action Plan and Executive Summary, which I have considered on behalf of the department of Educational and Social Services. I also took the opportunity to contribute to the 13 May meeting at the Park Hotel which involved the NHS and SPT with EAC. From this meeting it is clear that the opportunities to maximise social inclusion, access to employment and medical care are very important objectives and I am pleased that this features significantly in the Action Plan. The opportunity to improve access and at the same time reduce the number of vehicles on the road may be assisted by the Council working with the SPT, NHS, Council Transport (including schools and day-care, council owned and contracted vehicles) combining routes and activities.	Comments noted. It is proposed that the Final LTS will be updated to include an Action Plan item which will aim to look at ways to co-ordinate transport services (e.g. schools and day-care, Council owned and contracted vehicles), combining routes and services, in partnership with public transport operators, EAC, SPT, and NHS Ayrshire and Arran.
26	N/A	No - re: targets to reduce car use. Some journeys essential/bus too expensive to use frequently.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
32	East Ayrshire Council, Planning Division	I have gone through the original document and have inserted track changes incorporating amendments to the strategic policy content so that it accords with the Local Plan Alteration – Finalised Version. I have also sought to clarify the text in places.	LTS to be updated as appropriate.
32	East Ayrshire Council, Planning Division	As regards the pie chart on page 29 we feel that the key boxes are far too small to bring out the different colours allocated. They should be about five times their diameter for clarity. We also think the pie chart itself should be larger to clarify the colours of the narrowest sectors.	Pie chart to be adjusted accordingly.
32	East Ayrshire Council, Planning Division	Paragraph 81 (Flood Prevention) refers to the Council establishing a Flood Management Strategy. We are of the view that this would have incalculable implications for development planning and would involve an open ended commitment which the Council might not be able to fulfil. I have therefore suggested deletion of the second sentence of paragraph 81 referring to this commitment. An amendment to proposal PROP 21 of the Alteration to the Finalised Local Plan will therefore not be necessary and I have amended our submission accordingly.	It is proposed to amend the Draft LTS to remove the reference to a Flood Management Strategy.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
32	East Ayrshire Council, Planning Division	With regards to the the section on Freight Transport (page 21), an interchange at Powharnal (Muirkirk) will not be required given the transport agreements of the consent. Also Broomhill (Patna) is no longer possible as the Council has agreed to demolition of the viaduct that would have carried the route	LTS Executive Summary, main text and Action Plan to be updated accordingly.
32	East Ayrshire Council, Planning Division	Please note that Hunslet Barclay (Kilmarnock) is now 'Brush Barclay'.	LTS Executive Summary, main text and Action Plan to be updated accordingly.
33	Sustrans	Consultative vision for transport in East Ayrshire (para 1): Vision is woolly. What do you mean by sustainable transport - it could be argued that the promotion of walking and cycling and public transport should be explicitly stressed. It is interesting to note that the LTS first aim is to maximise economic potential before improving the quality of life for East Ayrshire residents - surely the two are intertwined?	The Useful Terms and Definitions Appendix will be updated to include "sustainable transport". In addition, the LTS text will be updated to state that none of the objectives are afforded a higher priority than others.
33	Sustrans	Objective 1: Local, regional, national and international transport links need to be both efficient, safe and of high quality to encourage use for walking and cycling and public transport.	It is proposed that Objective 1 will be updated to state "To promote the development of the local economy and enhance social and economic activity by being consistent with the principle of sustainable development and meet the need for efficient, <b>safe and high quality</b> local, regional, national and international transport links into and out of East Ayrshire."
33	Sustrans	Objective 4: OK - but safety on the transport networks implies road traffic only. Arguably safety on traffic free paths should be noted as this adds a firm commitment to the ongoing maintenance and monitoring of traffic free and on road cycle networks.	Objective 4 will be amended to read "transport network and traffic-free paths" to add clarity.
33	Sustrans	Transportation and land use planning: Arguably, you should state that in planning for new developments specific consideration will be given to locations that are easily accessible by public transport. Local planning and developers should, in considering the transport requirements for new buildings, first consider how the site can be accessed by active travel and tie into existing path networks before car use. This way of working is consistent with Manual for Streets and the draft Designing for Streets policy document for Scotland.	The Council recognises the importance of encouraging and facilitating the greater use of sustainable transport and, as such, the LTS includes and Action Plan item for the continued requirement for the adoption of Travel Plans at all significant new retail, commercial and residential developments. (SUS 04). To emphasise this point, it is proposed that the LTS will be updated to include an additional Action Plan item: "In the selection of locations for future development, preference will be given to areas that are, or have the potential to be, well integrated with walking, cycling and public transport networks." Executive Summary and main text will be updated accordingly.
33	Sustrans	Sustainable transport (para 20): Once again the use of the term sustainable transport in my personal view is woolly. Arguably you should state walking and cycling and public transport throughout.	The first reference to sustainable transport will be clarified, and a definition will be added to the Useful Terms and Definitions Appendix.
33	Sustrans	(para 21) You should state a real commitment to the school travel co-ordinator post here and not list as an example Travel Plans for Schools. The work of school travel co-ordinators is absolutely vital in encouraging children to take up active travel throughout life. The work school travel co-ordinators do show real results and are relatively cheap interventions in encouraging active travel.	The paragraph "East Ayrshire Council will continue to encourage a shift towards more sustainable travel modes through, for example, promoting Travel Plans for schools, significant new retail, commercial and residential developments and key facilities, and supporting awareness-raising campaigns." will be updated to remove reference to "for example". Executive Summary and main text will be updated accordingly.
33	Sustrans	(para 23) Where are the key locations for cycle storage going to be? It could be stated here that all LA buildings, all schools will as a matter of course have adequate, secure and weatherproof storage where relevant. The phrase 'key destinations' (in my personal view) is a convenient term to not specify a real financial commitment to seeing cycling as a real transport mode.	The LTS Action Plan will be updated to clarify that "all local authority buildings and schools will, as a matter of course, have adequate, secure and weatherproof storage where relevant, together with other key destinations as relevant". Executive Summary and main text will be updated accordingly.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
33	Sustrans	There seems to be no mention in this section at all of providing direct links into town centres for cyclists and walkers and the provision of adequate and secure cycle parking in town centres. If you want people to cycle and walk more you have to give them routes that are of equal parity to roads in providing direct, convenient, pleasant and high quality ways of accessing services.	This issue is covered under the Sustainable Transport section which includes an Action Plan item to "Provide and improve cycle links in towns to improve accessibility to major employers, retail centres, public transport interchanges, leisure facilities and educational establishments to contribute to reduced car dependency and encourage cycling as a mode of transport." (SUS 02) This Action Plan item will be updated to state "Provide and improve <b>walking</b> and cycle links <b>to and within</b> towns to improve accessibility to major employers... and encourage <b>walking and</b> cycling as a mode of transport." Executive Summary and main text will be updated accordingly.
33	Sustrans	Rural Routes: With most road developments there is a great opportunity to install improved or new facilities for walking and cycling. We would encourage this kind of joined up thinking to be incorporated into all road development planning. In particular proposed developments at Bellfield on the A77 and A76 interchange might look at how cycling and walking links could be improved between Bellfield, Kirklandside Hospital and Hurford.	The LTS will be updated to include this as an additional Action Item, thus "Where appropriate, incorporate improved or new facilities for walking and cycling into road development planning". Executive Summary and main text will be updated accordingly.
34	East Ayrshire Council, Community Planning Division	The LTS is set within the context of the Community Plan and the Vision, Objectives and Actions articulated within the Local Transport Strategy (LTS) sit comfortably with the Community Plan and the Vision for East Ayrshire. However, reference to the Community Plan should also be made within the Executive Summary, for example, within sections 2 and 5.	LTS Executive Summary, Chapter 1 and Chapter 2 to be updated accordingly.
34	East Ayrshire Council, Community Planning Division	As a practical point, where Community Planning Partners are listed, as in the Local Context section on page 4, the following are the current organisational designations: East Ayrshire Council; NHS Ayrshire and Arran; Scottish Enterprise; Strathclyde Police; Strathclyde Fire and Rescue; Strathclyde Partnership for Transport.	Local Context section of LTS to be updated accordingly.
34	East Ayrshire Council, Community Planning Division	In addition to the Key Issues identified through consultation at Sections 11 and 12 of the Executive Summary, recent consultation and engagement activity in the context of Community Planning has identified the following as key issues for East Ayrshire: ensuring that the roads and transportation infrastructure facilitate access to employment and training, both within East Ayrshire and externally; and the role of the roads and transportation infrastructure in bringing increased tourism to East Ayrshire. It is noted, however, that although they are not specifically listed as issues, there are actions within the LTS to address them.	Key Issues section of Executive Summary and main text to be updated accordingly.
34	East Ayrshire Council, Community Planning Division	It is noted that the LTS has been the subject of a Strategic Environmental Assessment; however, an Integrated Impact Assessment (IIA) will also be required. All public authorities have a General Duty under relevant legislation, in particular the Race Relations (Amendment) Act 2000, the Disability Discrimination Act 2005 and the Equality Act 2006, to promote equality of opportunity and eliminate discrimination. Further, the authorities have specific duties which include the requirement to set out in Equality Schemes how they will meet the General Duty placed on them, detailing the arrangements for carrying out and publishing the results of Impact Assessments. An IIA tool has been developed for use by Council and its Partners in relation to meeting the above duty. At the joint JOG/Lead Officers' Group meeting of 31 March 2008, the finalised IIA was endorsed for use across all Partner agencies and it was agreed that impact assessments should be implemented as policies/strategies are developed or reviewed.	The requirement for an IIA is currently being discussed within East Ayrshire Council.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
35	Strathclyde Partnership for Transport	Freight Transport, Actions FRT 04 and FRT 05: It should be acknowledged that EAC is already a participant within the Strathclyde Freight Quality Partnership, along with SPT and other stakeholders. The Strathclyde Freight Quality Partnership will support freight initiatives throughout the area and we ask that EAC reflect this in the LTS.	LTS Executive Summary, main text and Action Plan to be updated accordingly.
35	Strathclyde Partnership for Transport	Rural Routes, Action RUR 03: SPT will continue to work with EAC in enhancing East Ayrshire's external links through seeking improvements to the A76.	Action Plan item RUR 03 to be updated accordingly.
35	Strathclyde Partnership for Transport	Public Transport, Action PTR 20: SPT support the provision of a park and ride site at Stewarton and have been in discussions with EAC's Roads and Transportation Division's Acting Chief Engineer regarding this. A potential site has been identified and funding for the provision of a car park at Stewarton has been included in the SPT's current Capital Programme.	LTS main text to be updated accordingly.
35	Strathclyde Partnership for Transport	We also continue to work with industry partners to seek viable solutions at other stations and continue to support the development of Strategic Park and Ride facilities in line with our evolving Park and Ride Strategy.	Additional Action Plan item to be included to state "Support SPT to seek viable solutions for Park and Ride at other stations and continue to support the development of Strategic Park and Ride facilities in line with SPT's evolving Park and Ride Strategy." Main text and Executive Summary to be updated accordingly.
35	Strathclyde Partnership for Transport	Action PTR 21: The new rail franchise arrangements mean that responsibility for rail-related projects is primarily the function of Transport Scotland, the current franchisee, First ScotRail and Network Rail. SPT has a role, through the RTS, in planning, developing and, where appropriate, funding rail-related projects and initiatives, including Park and Ride. SPT will continue to work with EAC to investigate the demand and technical and operational feasibility for new stations as appropriate, delivery of such projects would lie with Transport Scotland.	Action Plan item PTR 21 to be updated to include FSR and NR as partners. Main text to be updated to clarify the role of TS, FSR, NR and SPT.
35	Strathclyde Partnership for Transport	Road Safety, Action SAF 07: SPT has a limited role to play in terms of road safety. It can request issues such as the siting of bus stops, but the responsibility for road safety measures on the road network is primarily the role of the local authority.	Action Plan to be updated to remove SPT as a partner on Action Plan item SAF 07.
36	Scottish Natural Heritage	SNH notes and welcomes in Table 3.4 the local authority's commitment not to take forward any proposals that would have an adverse effect on the integrity of Natura 2000 sites. However, such a commitment is missing from the section in the LTS at Chapter 2 - LTS Delivery Context in the section on 'Scheme Development and Delivery' (page 5) where it states: "This LTS provides an overarching framework for the development of schemes and policies. However, it is noted that scheme development and delivery will be influenced and informed by numerous factors, most notably those listed below:" The list referred to omits reference to the commitment in Table 3.4 [of the Environmental Report]. For the avoidance of doubt this position should be included in the list in the LTS as a situation which will influence scheme development.	Executive Summary and the 'Scheme Development and Delivery' section within Chapter 2 to be updated to include a comment that "Adverse impacts on the Natura 2000 sites (or proposed Natura 2000 sites) will, in the first instance, be prevented by locating transport activities likely to cause disturbance away from such sites".
37	East Ayrshire Council, Planning Division	Various small-scale textual changes.	Executive Summary, main text and Action Plan to be updated accordingly.
37	East Ayrshire Council, Planning Division	Executive Summary para 45: replace "The feasibility of providing an Ochiltree bypass, and bypasses of other communities on routes of strategic significance, will be examined." with "The feasibility of providing bypasses of communities on routes of strategic significance (A70, A71 and A76) will be examined."	Executive Summary, main text and Action Plan to be updated accordingly.

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37	East Ayrshire Council, Planning Division	Executive Summary para 24: replace "East Ayrshire Council will adopt measures aimed at mitigating the environmental impacts of transport schemes, particularly with regards to any scheme that adversely impacts on the integrity of any Special Protection Area or Special Area of Conservation. The Council will carry out surveys to determine the presence of protected species in the development of transport schemes, and, where appropriate, to inform the design of measures to mitigate impacts." with "East Ayrshire Council will adopt measures aimed at mitigating the environmental impacts of transport schemes, particularly with regards to any scheme that adversely impacts on the integrity of any <b>Site of Special Scientific Interest</b> , Special Protection Area or Special Area of Conservation. The Council will carry out, <b>with the assistance of Scottish Natural Heritage (SNH)</b> , surveys to determine the presence of protected species in the development of transport schemes, and, where appropriate, to inform the design of measures to mitigate impacts."	
37	East Ayrshire Council, Planning Division	Executive Summary para 48: "The Council is also sensitive to issues related to biodiversity and will continue to retain landscape maintenance standards, with particular reference to grass verges, to establish and maintain biodiversity." - include within this para, reference to roadside trees, hedges and grass verges.	Executive Summary, main text and Action Plan to be updated accordingly.
37	East Ayrshire Council, Planning Division	Executive Summary para 54: "The Council will also encourage the re-opening of Mauchline Station to enhance accessibility and provide greater mode choice, and will encourage Ayrshire Joint Structure Plan proposals for the development of rail stations at Cumnock, Hurford and Kilmarnock Queen's Drive". Include reference to Altonhill.	Executive Summary, main text and Action Plan to be updated accordingly.
37	East Ayrshire Council, Planning Division	Executive Summary para 81: delete "In addition, the Council will establish and maintain a Flood Management Strategy to identify local areas within East Ayrshire that require flood protection."	It is proposed to delete the reference to a Flood Management Strategy
37	East Ayrshire Council, Planning Division	Chapter 4 - Strategy Aims and Aspirations: Remove "To identify and tackle where transport constrains economic development" and replace with "To identify where transport deficiencies constrain economic development and seek to remove such constraints."	LTS to be updated.
37	East Ayrshire Council, Planning Division	Chapter 4 - Strategy Aims and Aspirations: Remove "To assess what can be done, taking account of cost, funding and practicability."	LTS to be updated
37	East Ayrshire Council, Planning Division	Town Centre Action Plan: Replace "The Council will consult Historic Scotland prior to the development of traffic calming schemes and other transport developments within Conservation Areas." with "The Council will consult Historic Scotland prior to the development of traffic calming schemes and other transport developments within Conservation Areas, and where proposals affect listed buildings and structures."	Amend LTS to confirm that Historic Scotland will be consulted on transportation schemes in Conservation Areas and adjacent to listed buildings and road structures where planning consent is required.
37	East Ayrshire Council, Planning Division	Freight Action Plan: remove reference to the development of multi-modal freight interchanges at Powharnal (Muirkirk) and Kilmarnock Hunslet. Add reference to Chalmerston (Dalmellington), Killoch (Ochiltree) and Barony (Auchinleck).	

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
37	East Ayrshire Council, Planning Division	Action Plan Item TLP 05: add reference to a potential by-pass for New Cumnock.	
37	East Ayrshire Council, Planning Division	Action Plan Item PTR 21: "Encourage initiatives to develop rail stations at Cumnock, Hurlford, and Kilmarnock Queen's Drive." - add "and Altonhill (Kilmarnock) and Mauchline".	Executive Summary, main text and Action Plan to be updated accordingly.
37	East Ayrshire Council, Planning Division	Action Plan Item FLD 02: "Establish and maintain a Flood Management Strategy to identify local areas within East Ayrshire that require flood protection." - Remove	LTS to be updated
37	East Ayrshire Council, Planning Division	Table E.1 - update to include reference to Brownfield Housing Site Unit Nos.	LTS to be updated
39	N/A	No - re: targets to reduce car use. It should be personal choice.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
41	East Ayrshire Council	Why is monitoring growth and traffic loads last in list. Surely understanding pressures on routes is required to effectively carry out any of the above.	The Council recognises that putting in place a robust monitoring regime is a central component to delivering an effective LTS, and this is stated within the LTS. The Final LTS document will be updated to include more details on monitoring, including the development of a set of Key Performance Indicators to assist in effectively monitoring progress of the LTS.
41	East Ayrshire Council	Feel more emphasis placed on better maintenance of the road network and integrated public transport must surely take precedence over cycle ways and rights of way (maintenance/provision).	The Final LTS document will include a section on "Prioritisation" where the Council's priority to maintain the existing transport network will be set out.
41	East Ayrshire Council	No - re: targets to reduce car use. We should encourage where possible but targets could be counter productive.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
42	ROSPA	No - re: targets to reduce car use. Not necessarily compatible with other objectives. Achieve them first, then look at resolving car usage.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.

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45	East Ayrshire Council	No - re: targets to reduce car use. Use car as part of my duties - improve road network.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
49	Dalmellington Community Council	No - re: targets to reduce car use. Only if alternatives arranged and in place - rural commuters need efficient transport systems.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
53	East Ayrshire Council	No - re: targets to reduce car use. Not always practical to use public transport, e.g. babysitters different start and finishing times.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
57	East Ayrshire Council	There should be a park and ride facility with easy access to connecting buses and a cycle route (off road) into town centre.	As per ref 35 (above), an additional Action Plan item will be included to "Support SPT to seek viable solutions for Park and Ride at other stations and continue to support the development of Strategic Park and Ride facilities in line with SPT's evolving Park and Ride Strategy." Main text and Executive Summary to be updated accordingly.
58	East Ayrshire Council	No - re: targets to reduce car use. People should be free to choose according to their circumstances.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
64	Cumnock and Doon Valley Access Panel	No - re: targets to reduce car use. Only way it will work car share with Rural area.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce growth levels within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
65	Dunlop and Lugton Community Council	No - re: targets to reduce car use. Target becomes end in itself. But agree with strategy.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.

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66	Dunlop and Lugton Community Council	The proposals to assist walking and the disabled describe sensible concepts but IGNORE the most significant problem facing pedestrians. It seems to be mandatory to park, often totally on the footway, no matter the location, a cul-de-sac or a lay-by even. Legislation makes it an instant offence for plated vehicles to park thus, not that you would know. Equivalent legislation for cars was abandoned, sadly, leaving it up to Roads Authorities to help pedestrians in general and wheelchair and pram users particularly, since driving on the footway, an offence, is ignored. This leaves it to Roads Authorities to take physical action to protect the ignored. It is suggested that direct action be adopted to return the footway to pedestrians by a positive policy of posting or guard railing at sensitive locations where there may be many pedestrians such as: shopping areas; churches and pedestrian routes to these; where there is only one footway or a narrow one, or other location where often pedestrian and drivers compete, the pedestrian always losing. This may include residential areas where the "right" to park is often aggressively assumed.	East Ayrshire Council recognise the importance of reducing pedestrian - vehicle interface and consider the erection of safety fencing at particular areas on a case-by-case basis. The LTS Action Plan will be updated to include an item to "provide pedestrian safety barriers at selected locations on a case-by-case basis, to reduce potential pedestrian - vehicle conflict". Main text and Executive Summary to be updated accordingly.
67	Strathclyde Police Road Policing	The actions listed appear to cover all aspects of transport within East Ayrshire. Clearly it is paramount that safety issues for the travelling public must be considered a priority at all times.	East Ayrshire Council consider safety to be of primary importance. As such, the LTS contains a suite of measures to improve the safety of the travelling public, road accident casualty reduction and to provide a comprehensive road safety education and training service. In addition, the Final LTS will be updated with a new section on "Prioritisation" and safety will be included within this section as a priority for implementation.
69	Muirkirk Community Council	No - re: targets to reduce car use. People live in rural communities and have to travel by car where there is no public transport.	The Council recognises the constraints that road traffic reduction targets may create, but equally recognises the economic and environmental impact that rising traffic levels can have, particularly within town centres. As such, it is proposed that the Final LTS will be updated to include simple targets to reduce traffic growth within key towns. This will be supplemented by a suite of measures to encourage alternative modes of transport such as walking, cycling and public transport.
70	Ayrshire Joint Structure Plan	Promoting new developments in locations that are accessible to a range of transport modes will not only ensure services are accessible but also strengthen communities and town centres. (This is particularly relevant given the scale of opportunity housing proposed in the Structure Plan and referred to in Appendix E.)	Additional Action Plan item to be included to state: "Where possible, promote new developments in locations that are accessible to a range of transport modes". Main text and Executive Summary to be updated accordingly.
70	Ayrshire Joint Structure Plan	New development will be expected to take account of the impacts of climate change.	It is considered that the LTS takes account of the impacts of the transport system on climate change by encouraging modal shift to more sustainable modes of transport. In addition, an additional Action Plan item will be included within the Final LTS to state: "Where possible, promote new developments in locations that are accessible to a range of transport modes". Main text and Executive Summary to be updated accordingly.
70	Ayrshire Joint Structure Plan	<b>Schedule 1 Improving Accessibility:</b> Areas of economic development will require to be accessible by a range of transport modes.	With regards to existing areas of economic development, East Ayrshire Council commits to examining accessibility to employment opportunities and services to identify the need for enhanced public transport services (Action Plan Item TLP 06). In the context of significant new developments, the LTS includes an Action Plan item for the continued requirement for adoption of Travel Plans (SUS 04). Action TLP 11 further aims to "secure developer contributions for transport infrastructure, linked to the scale of development". In addition, a further Action Plan item will be included within the Final LTS to state: "Where possible, promote new developments in locations that are accessible to a range of transport modes". Main text and Executive Summary to be updated accordingly.

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70	Ayrshire Joint Structure Plan	In the selection of locations for future development preference will be given to areas that are, or have the potential to be, well integrated with walking, cycling and public transport networks.	The LTS will be updated to include an additional Action Plan item: "In the selection of locations for future development, preference will be given to areas that are, or have the potential to be, well integrated with walking, cycling and public transport networks." Executive Summary and main text will be updated accordingly.
70	Ayrshire Joint Structure Plan	Transport Assessments/Green Tarvel Plans will be required for all significant trip generating land uses.	The LTS contains an Action Plan item relating to the "continued requirement for the adoption of Travel Plans at all significant new retail, commercial and residential developments" (SUS 04) and to "encourage existing large employers and businesses to develop and adopt Travel Plans". (SUS 05). To add clarity, an additional Action Plan item will be added to the Transportation and Land Use Planning section, thus: "Take account of the requirements of SPP17 when considering development applications". LTS Executive Summary and main text will be updated accordingly.
70	Ayrshire Joint Structure Plan	<b>TRANS 1 Land Use and Transportation:</b> The three Ayrshire Councils shall ensure that: A) all significant new trip generating development is closely linked to existing and proposed walking, cycling and public transport networks.	The LTS embraces the advice disseminated through East Ayrshire's Roads Development Guide. The Guide is used "to ensure that new development roads are planned, designed and constructed to a suitable standard which accommodates public transport and provides for the needs of pedestrians, cyclists, disabled and elderly people and all other road users". Policy TLP 03 commits to producing an updated version of the document. To add clarity, an additional Action Plan item will be added to the Transportation and Land Use Planning section, thus: "Take account of the requirements of SPP17 when considering development applications". LTS Executive Summary and main text will be updated accordingly.
70	Ayrshire Joint Structure Plan	G) a transport appraisal process, which may include traffic modelling, is undertaken in accordance with SPP17 and the results incorporated if necessary into the implementation of this plan and local development plans prepared under the Planning etc (Scotland) Act 2006. Transport Scotland shall be consulted on the scope and content of the appraisal.	The LTS contains an Action Plan item to "Develop and adopt a revised Roads Development Guide which will ensure consistency in the transport requirements for developments throughout Ayrshire" (TLP 03). In addition, an additional Action Plan item will be added to the Transportation and Land Use Planning section, thus: "Take account of the requirements of SPP17 when considering development applications". LTS Executive Summary and main text will be updated accordingly.
70	Ayrshire Joint Structure Plan	<b>TRANS 3 Strategic Road Development:</b> The three Ayrshire Councils shall work in partnership with relevant transport bodies to: A) ensure that strategic traffic flows will be channelled on to the strategic road network as defined by the Key Diagram	On receipt of map from East Ayrshire Council check that this agrees with the Key Diagram; In Action Plan items FRT 02 and FRT 03 the Council states a commitment to working with freight hauliers to identify appropriate routes for freight transport.
70	Ayrshire Joint Structure Plan	<b>TRANS 5 Freight Transport:</b> The three Ayrshire Councils shall work in partnership with relevant agencies to: A) encourage the movement of freight by alternative means to road haulage where practical by supporting, developing and promoting proposals for rail and sea transit.	The LTS encourages the transport of freight by rail, particularly for the coal industry (Action Plan item FRT 01). The LTS further commits to improve provision for sustainable modes in freight transport by supporting proposals to develop multi-modal freight interchanges (FRT 06). It is proposed that a further Action Plan item is included within the Final LTS: to "Promote and support improved transport links to ports and harbours in, and in vicinity of, Ayrshire" (to support the SPT RTS).
70	Ayrshire Joint Structure Plan	<b>Schedule 5 Strategic Expansion locations.</b>	Figures for the overall housing allocation across the Council area as given in the Ayrshire Joint Structure Plan are included in Appendix E of the LTS. Appendix E will be updated to include details of the number of houses in key Strategic Expansion locations, as per Schedule 5 of the Structure Plan.

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70	Ayrshire Joint Structure Plan	Issues & Opportunities (Chapter 3): I note the commentary in this section and the key issues derived from the analysis presented in the summary but would however also draw your attention to one of the key objectives of the Structure Plan which is to stabilise population at current levels. Whilst it is recognised that this is a challenging aspiration and dependant on a range of factors it would be inappropriate to suggest that the previous trends exhibited by the GRO analysis will continue. (It is noted that this issue is recognised in Appendix E). In the final strategy the assumptions about future transport growth, population and households should be stated. (This is relevant as they are likely to be in-bedded in existing transport modelling and analysis).	Chapter Three to be updated to state that one of the key objectives of the Structure Plan is to stabilise the population in 2025 at current levels.
70	Ayrshire Joint Structure Plan	Key Issues: The Structure Plan identifies climate change as a perceived threat to the way we live with impacts on the economy and environment. Whilst I note the local transport strategy seeks to address some of these issues, for example, in its discussion on flooding and possible mitigation effects it is an area that perhaps should be given further emphasis within the final document.	Chapter Three to be updated with a short section on Environmental Issues, in line with the Structure Plan.
70	Ayrshire Joint Structure Plan	Vision Statement (Chapter 4): Consideration should be given to including a statement encompassing "healthy environment" in addition to the existing statements. This would help align the statement with the objectives set out in Objective 3, (and key challenges) and also allow alignment with the vision statement set out in the Structure Plan.	LTS Aims and Aspirations to be updated to include "to promote an excellent quality of life and healthy environment".
70	Ayrshire Joint Structure Plan	Land use and Transportation integration: The impacts of future development will be minimised if they are closely linked to existing and proposed walking, cycling and public transport networks. Guidance on the tests to be applied in the assessment of development proposals are set out in paragraph 50 & 51 of SPP17. Consideration should be given on how these aspects of SPP17 can be incorporated into the LTS, for example by providing further local guidance on this issue and for this guidance to be developed through the action plan.	It is considered that the policies contained within SPP17 are supported through various action items included within the LTS. However, to clarify this issue an additional Action Plan item will be added to the Transportation and Land Use Planning section, thus: "Take account of the requirements of SPP17 when considering development applications". The Executive Summary and main text will also be updated accordingly.
70	Ayrshire Joint Structure Plan	Structure Plan policy TRANS1 (F) identifies the costs of new transport infrastructure and services incurred as a result of a development proposal are to be met by developers. The statement in TLP11 can be linked to this strategic policy.	Action Plan item TLP 11 will be updated to reference the Structure Plan within the "Source" column.
70	Ayrshire Joint Structure Plan	Rail Investment: The recognition of the priorities identified in Schedule 7 through TLP 04 and the statement in paragraph 54 is welcomed. The requirements of TRANS 2 (C) - should be acknowledged within the document.	Additional Action Plan item will be added to maintain consistency with the Structure Plan, thus "Work in partnership with relevant transport bodies and in the context of Scotland's Railways to safeguard existing railfreight facilities and former rail solums from adverse development". Executive Summary and main text will also be updated accordingly.
70	Ayrshire Joint Structure Plan	Any accompanying mapping associated with the LTS should identify the strategic road network as set out in the Structure Plan key diagram.	Final LTS to include a map identifying the strategic road network.
70	Ayrshire Joint Structure Plan	Freight Transport: The recognition of multimodal freight facilities is welcomed. This should be supported by the identification of preferred routes for heavy traffic within the proposed freight strategy.	Additional Action Plan item to be added: "Review the designation of freight haulage routes and monitor compliance, in conjunction with freight haulage interests, and seek agreement through the planning process for new developments." (in conjunction with SPT, Scottish Government and freight companies). Executive Summary and main text to be updated accordingly.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
70	Ayrshire Joint Structure Plan	It should be noted that the section, freight transport p 21 does not include all freight interchange locations identified in Schedule 9 of the Structure Plan. This part of the text should be revised and amended if appropriate.	LTS to be updated to include reference to sites at Chalmerston and Broomhill (Patna). Executive Summary and main text to be updated accordingly.
72	EAC Roads	Developments in the countryside should contribute to improving the minor road infrastructure by providing passing places / junction improvements.	The text of the LTS will be amended to require developers to carry out minor infrastructure measures on rural roads, such as passing places and junction improvements, when reasonable and relevant to do so.
73	NHS Ayrshire & Arran	NHS Ayrshire & Arran recognises the value of increased sustainable travel levels in raising the physical activity rates of local communities. We would suggest that point 20 could be updated to read: "The policy relating to Sustainable Transport will be to encourage and facilitate greater use of sustainable transport to provide continued improvement in the transportation choices in East Ayrshire to attract inward investment, encourage economic development, and improve the environment <b>and health of the community.</b> "	LTS Executive Summary, main text and Action Plan to be updated accordingly.
73	NHS Ayrshire & Arran	NHS Ayrshire & Arran notes and welcomes East Ayrshire's commitment to support and promotion of walking and cycling by providing safe, convenient and attractive paths. We would ask East Ayrshire to consider as a priority provision of improved walking and cycling paths to healthcare facilities within East Ayrshire, in particular, for Crosshouse Hospital as a major healthcare facility and employment site.	Comments noted and will be considered by the Roads and Transportation division and the Core Paths team. In addition, Action Plan item SUS 02 will be updated to include reference to major healthcare sites. Main text and Executive Summary will also be updated accordingly.
73	NHS Ayrshire & Arran	However, we are concerned that this document seems to indicate that the Council expects NHS Ayrshire & Arran along with Strathclyde Partnership for Transport and other partners to improve public transport links to hospitals and healthcare facilities. As NHS Scotland Healthboards are not currently funded for provision of public transport and NHS Ayrshire & Arran does not currently raise funds from e.g. car park charges, this causes concern. We would point out that since April 2008, Scottish local authorities are responsible for the delivery of enhanced demand responsive transport, and funding for community and demand responsive transport was provided by the Scottish Government to local authorities as part of the 2008 local authority financial settlements. (See attached Scottish Government letter).	The LTS Executive Summary, main text and Action Plan item PTR 10 which currently reads "Encourage NHS Ayrshire and Arran, Strathclyde Partnership for Transport, public transport operators and community transport operators to improve and enhance public transport links to hospitals and other healthcare facilities." will be updated to read: " <b>Work with NHS Ayrshire and Arran, Strathclyde Partnership for Transport, public transport operators and community transport operators to improve and enhance public transport links to hospitals and other healthcare facilities.</b> "
73	NHS Ayrshire & Arran	We would also point out that as part of the Scottish Government Strategic Spending Review between Scottish Ministers and COSLA, that ring fencing for Bus Route Development grants was removed from 1 April 2008 with the funding for such grants being absorbed into the main local authority government financial settlements.	Relevant section within Delivery and Monitoring Chapter to be updated accordingly.
73	NHS Ayrshire & Arran	We therefore suggest that funding to support improved demand responsive transport and public transport to healthcare facilities is also a local authority responsibility, and would request that PTR 10 on the East Ayrshire LTS action plan be updated to read: "PTR 10: Work with NHS Ayrshire & Arran, Strathclyde Partnership for Transport, public transport operators and community transport operators to improve and enhance transport links to hospitals and other healthcare facilities".	LTS Executive Summary, main text and Action Plan to be updated accordingly.

Ref	Group	Issue raised	Comments and Proposed Amendment to Draft LTS
75	EAC Planning	Local Plan Rec 08: "Subject to such transport interventions being justified through an appropriate STAG appraisal, Transport Scotland is strongly urged, as part of its A76 Route Action Plan, to support and facilitate the provision of by-passes for Mauchline <b>and New Cumnock.</b> "	LTS to be updated to include reference to a bypass at New Cumnock. Executive Summary and main text to be updated accordingly.
75	EAC Planning	Local Plan Rec 06: "Subject to such transport interventions being justified through an appropriate STAG appraisal, Transport Scotland, First ScotRail and Network Rail are strongly urged to support and facilitate the establishment of new passenger rail halts at Altonhill and Queens Drive in Kilmarnock and at Cumnock, Hurford and Mauchline and, in conjunction with Strathclyde Partnership for Transport, to provide adequate park and ride facilities at these particular locations through the Regional Transport Strategy."	LTS to be updated accordingly
75	EAC Planning	Local Plan Rec 09: "Network Rail and the rail freight operating companies are strongly urged to upgrade the existing rail network in East Ayrshire through improved signalling and rail infrastructure. The rail companies are also requested to provide sufficient rolling stock and to improve rail capacity in order to cater adequately for increasing demand for freight movements by rail."	Two additional Action Plan items to be added to the Freight section of the Final LTS, thus (1) "Encourage Network Rail and rail freight operating companies to upgrade the existing rail network in East Ayrshire through improved signalling and rail infrastructure" and (2) "Encourage Network Rail and rail freight operating companies to provide sufficient rolling stock and to improve rail capacity in order to cater adequately for increasing demand for freight movements by rail".
76	Crosshouse Community Council	I would appreciate if you will include our proposal to have the cycle path between Crosshouse Village, to Crosshouse Hospital and over two fields onto Sustrans National Cycle Route 73 between Kilmarnock and Knockentiber. I noticed in the Council Draft Action Plan that support action would be offered in the core path plans for communities. I have passed a paper to the outdoor access office at the Dean Castle which contained a funding application for our project.	Comments noted and will be considered by the Roads and Transportation division and the Core Paths team. In addition, Action Plan item SUS 02 will be updated to include reference to major healthcare sites. Main text and Executive Summary will also be updated accordingly.
80	East Ayrshire Council	Action SUS 02 - Partners Leisure Services rather than Outdoor Services, Action SUS 06/SUS 08/SUS 09/SUS 10/ SUS 11/SUS 15 Partner Leisure Service, Action SUS 12 - Partners - Countryside Services instead of Outdoor Amenities	The Action Plan will be updated to reflect these comments.